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BREWED BY
Castlemaine Brewery
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Wood Brothers Ltd.,
NEWCASTLE.

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A DOUBLE-YOKED EGG IS LIKE A POLITICIAN'S PROMISE
—both are made to be broken.
But breakage isn't likely in a

B & B MODEL 3 CYCLE at £9 10s.

If you were in our workshop you would understand why. Briefly, it is because the best welded steel frame is used for the frame, which have genuine Westwood Rims with tension rims wire spokes, saddle B 10 pattern, the chain is 1/2 inch of Twin Roller and the best grade of Dunlop's Tyres is fitted.

We ask you to call and see this splendid cycle value (we are open till 9 on Friday evenings) or to write for our Cycle Catalogue, No. 202.

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Largest Cycle Building House in the State
124-132 CASTLEREAGH ST., SYDNEY.

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ALES AND STOUT

STANDARD BREWERY, SYDNEY.

VOL. IX., No. 103. Business Address: See page 4. THURSDAY, DECEMBER 11, 1913. SUBSCRIPTION: 5s. per annum. Post Free. Eight Pages ONE PENNY.

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take a portion of your pay to the local Branch of the Government Savings Bank. Even if will open an account and put you on the road to saving.

Government Savings Bank of NEW SOUTH WALES.

The State Savings Institution.
115 BRANCHES and over 500 Agencies in the State. The Bank has NO AGENCIES AT POST OFFICES

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HEAD OFFICE: 11, MOORE ST., SYDNEY. J. H. DAVIES, Secretary.

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ENMORE TERMINUS.
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For all EYE TROUBLES. GLASSES MODERATE
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The Largest and most up-to-date Boot Store in the Commonwealth.

You will save **5/-** in every £ by purchasing all your Footwear from us.

Country Order Dept. a Speciality.

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£5 2/6 weekly. Your home partly or worth of Furniture, 5/- deposit, completely furnished on Terms.

£10 Furniture, 10/- deposit, 2/6 weekly made to suit you. No extra for tv. Oak, Maple, Walnut, Dining, Bed-room, and Hall Furniture. Bedsteads, brass, nickel, and all colors.

£15 Furniture, 20/- deposit, 5/- weekly. Carpets, Linos, Curtains, Bed-clothes, Kitchenware, stocked. Vermin Sewing Machines, cash or terms.

£20 Furniture, 30/- deposit, 6/- weekly. Drawing-room Suites, newest designs, walnut, maple, oak. Over-mantels, Cabinets, Sideboards.

£30 Furniture and up-wards. Terms in proportion. Being an extensive Manufacturer and Importer, I can sell on terms, better quality goods at prices lower than most houses charge for cash.

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Fitted—in one day

Don't put the matter off—it CAN be done right away.

I have every appliance at hand to give you speedy and efficient treatment, absolute relief and a clean run for the holidays.

A day saved is a day gained. See me right away.

32 RECIPES for preparing a variety of the most dainty Desserts with

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Medallists, Badge Makers and General Engravers

Badges for the Railways and Tramway Association may be obtained from the above address, or from the office of the Association.

Sterling Silver, Plate & 2 each, 1/- Engraved and Mounted as a Souvenir, 3/- each.

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Sydney's Leading Dentist,
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Porcelain .. 7s. 6d ..
Amalgam .. 5s. 0d ..
Painless Extractions, 2s. 6d ..

Beautiful UPPER and LOWER SETS OF TEETH from £1 1s. each set.
Visitors to Sydney fitted with Teeth IN ONE DAY if required.

THE FUSION FLAG.

The unfortunate Union Jack, about which so much has been written, has on some rare occasions been insulted, but never has it been so dragged in the dust as it was by Silly Willie Kelly at the paying over of a purse of sovereigns (the second within a week) to Maldon Robb, who undertook the hopeless task of trying to shift Anstey for Bourke (Vic.). Pointing to the Union Jack which, of course, was handy, Kelly alluded to the ancient sign of Britain's supremacy as the flag of Liberalism. Good God! The flag of Joe Cook and Silly Willie Kelly and Iseberg Irvine and Microbe McColli! No; the flag to represent that mob should have blazoned on it a cook in a coat of many colours, stirring a Fusion broth, with a small boy laughing idiotically; a lawyer couchant, holding on like grim death to a five-pound note, and McColli rampant, facing a tin of insecticide. It might be called the "Union Joe."

HAULING DOWN THE FLAG.

The flag that's braved a thousand years,
The battle and the breeze,
Is sinking very low indeed,
When used by men like these.

From Nelson, Cook and Wellington,
It makes one fairly silly,
To contemplate the awful drop
To Joe and Cackling Willie.

A NEW JOCKEY.

There was, so we are informed by the daily screechers, an outburst of loyalty when G.G. Denman's horse won at Caulfield the other day. There was only one drop wanted to fill the cup of Imperial happiness, and that was the riding of the speedy nag by His Excellency himself. Well, Denman is small, and, it is allowed, can ride; so why not? Then, on the other hand, consider the awful possibilities. One horse fell, and its rider had a broken collarbone. Suppose it had been Topmast, with Denman up. Certainly a broken collarbone does not seem to put him about much, but, 'evens' suppose it was a broken neck! The Empire would mark time, and Joe Cook would look more like a wowsar than ever.

DENMAN'S HORSE.

Not a sound was heard, but a loyal sob,
As His Ex. from the course they hurried;
The Empire's mighty heart did throb,
Joe Cook looked awfully worried.

Let us pray that excellent Denman's nag,
However it's hustled and hurried,
May never at hurdle stumble or flag,
Lest a nation be awfully worried.

GET MARRIED YOUNG MEN.

Archbishop Carr is extremely concerned because the young men of Australia do not enter early for the matrimonial stakes. Especially is the venerable Archbishop indignant with the man who decides to wait until he is 40 years of age before putting his neck into the yoke. Dr. Carr insists that it is the imperative duty of the young man to let his thoughts turn to love and courtship, and to hurry up with the latter in order that he may be the father of a good family by the time he is 40. All of which goes to prove how utterly incapable the average clergyman, Protestant or Catholic, is to grasp the problem of why young people don't marry. The young man, as a rule, does not earn enough even to start a home in reasonable comfort, let alone be prepared for that rapidly-increasing family which is the goal pointed out by the Archbishop. Equal-

is on a par with the old and reckless gallop of a tortoise, or the lightning progress of the snail. As for the steadiness of the progress, it is about as steady as a boy's spinning top, or the topsy-turvy career of an agitated blowfly. In the House Joe is the reverse of optimistic, for in the House he recognises his absolute impotence. He rails against the Labour majority in the Senate, but the people's votes put the Senators where they are. Apart from the title and pay of Prime Minister, it is scarcely probable that Joe enjoys the position as leader of a Government which can do nothing without the sanction of the Opposition. Joe is an old bird at politics, but there are some old birds in the Labour Party, too, and Joe is frightened to move a step for fear of meeting his Waterloo and being once more relegated to the cool shades of Opposition. If he were so confident of the verdict of the people, there is nothing to prevent his challenging it. If he is right, it can only make him secure, but if he is wrong—ah! it's just that that makes him shiver, and hold on to his inglorious billet as long as possible.

UNHAPPY JOSEPH.

When Joes away for an outing,
And orates to a Liberal mob,
Of determination he's spouting,
And how soon he'll get on the job.

But when Joseph is facing the music,
And wants to move this way or that,
At the thought of the future he's too sick,
And glowers in his frap like a rat.

Too well Joseph knows that's the betting
If he gives the people the chance;
So he sits while he sees his sun setting,
Like a motionless man in a trance.

INCENTIVE TO GREATER EFFORT.

There is an old saying that curses come home to roost, or, in other words, that evil wishes often recoil on those who cherish them. It seems that Count Zeppelin, the inventor of so many German airships for war purposes, is feeling some of this. For some years past he has devoted himself to the invention and production of vast airships, destined to add untold horrors to modern warfare, and terrible pictures have been, from time to time, painted of what an infinity of destruction a Zeppelin airship would be capable if properly handled. Well, just look at the result. Ten of these infernal machines have been destroyed in eight years, and, finally, the last and latest burst into flames, and the inmates suffered an agonising end, being literally roasted to death. In the midst of all the horror, Kaiser Bill cheerfully wires that he hopes this will spur the naval experts to further exertions. Rats. How would William like a flight in a blazing airship?

WAR'S BURST SACRIFICE.

Thousands of feet in the sky,
Wrapt in a sheet of flame;
A terrible death to die,
In search of a grisly fame.

Charred and scorched and burned,
Theirs was the awful price;
The ghastly reward they earned,
War's burnt sacrifice.

"IT WAS AN ERROR."

There was a funny joker prosecuted in a suburban court the other day for some motor offence, not having a light, or running over a policeman, or upsetting a tram car, or exceeding two and a-half miles an hour, or something. He was beautiful, clothed in immaculate motor garb, overalls and all, and he had a

COMMONWEALTH PUBLIC SERVICE.

The Commonwealth Public Service Commissioner (Mr. D. C. McLaughlin) invites applications for appointment to the temporary position of Expert in Preservative Treatment of Timbers.

Ex-Sultan Abdul Hamid (Stead's "Abdul the Damned") was by way of being a bit of a cynical joker.

When the plague broke out in his capital, the Sultan asked if anything was known as to the cause. On being informed that it was to be found in the state of the drinking water, he called at once for six empty bottles, which he had filled in his presence, all from the same one of the palace wells, placed his own seal upon them, and then, without divulging their community of origin, handed all six to a prominent analyst.

To his amazement the report sent in was that four of the samples contained plague microbes. The fifth was merely putrid water, and the sixth was quite pure. Abdul Hamid calmly shrugged his shoulders, and kept his thoughts to himself. Which kind of recalls the "Nicotine in the rum" tests made in Brisbane some years ago at the instance of little Inspector Gabriel.

An Important Fixture!

Note the Date:
Saturday, December 13th
at 3 p.m.

The success that attended our Auction Sale at Concord Park Estate No. 2 has induced the Vendors to proceed with the Subdivision of

Concord Park Estate

No. 3.

It immediately adjoins the first-mentioned, but is higher, and may be described as

THE GEM OF CONCORD

The electric tram to Burwood runs past the property, which is beautifully situated in an elevated position, commanding panoramic views of exquisite beauty.

PUBLIC AUCTION, ON THE GROUND,
Saturday, December 13, at 3 p.m.

VERY EASY TERMS. TORRENS TITLE.
LITHOGRAPHS WILL BE READY IN A FEW DAYS.

Batt, Rodd & Purves, Ltd.

AUCTIONEERS, 86 PITT STREET.

WHEN A MAN'S MARRIED

He generally leaves it to his women-folk to buy his underwear and pyjamas. These men wear "OSMAN" Pyjamas, because his women folk know of the splendid wearing and washing qualities of "OSMAN." Men not so fortunately placed should look for the "OSMAN" label when buying pyjamas. The designs and colorings will please all who care anything about their appearance, and the purchaser is protected by the "OSMAN" GUARANTEE. Read it:—"Any Garment bearing the Registered 'OSMAN' LABEL is guaranteed, and the merchant who sold it is authorised to REPLACE SAME FREE OF CHARGE, should it not give satisfactory wear." For sale by the . . .

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N.S.W. Amalgamated Railway and Tramway Association.

A GREAT AMALGAMATION OF ALL SECTIONS OF RAILWAY AND TRAMWAY MEN.

N.S.W. DIVISION OF THE Railway and Tramway Employees Federation.

Corner of George and Quay Streets, Sydney (opposite Railway Station).

President: E. D. CAMPBELL (Railway Per. Way).

General Secretary: CLAUDE THOMPSON.

Loco Running: J. O'SULLIVAN (Fitters).

Railway Traffic: J. W. ROE (Darling Harb.)

Branch: Sydney, C. London, Marlan-st. Parramatta.

Blackheath: Mr. Fitzgerald, P.O. Blackheath.

Western Office: H. T. Thomas, 282 Piper-st., Bathurst.

Orange: Jas. McKinney, Orange.

Dubbo: W. Wallace, Per. Way, Parkes.

Wyalong: H. McLenon, Parkes-st., Nyngan.

Wing: C. C. Chapman, Marathon-st., Wyalong.

Newcastle Office: R. A. Musgrave, Hamilton Station.

Kingston: J. B. Malloy, Parkes-st., Kingston.

Werris Creek: H. Purby, Werris Creek.

Waggon: W. Bowland, guard, Narrabri West.

Tarana: P. Fogarty, R'way Quarries, Tarana.

Teasdale: A. Tooley, Rly. Stn., Teasdale.

Waggon: W. Bowland, guard, Narrabri West.

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The next meeting of the branch will be held at Head Office on Monday, Dec. 22nd, at 8 p.m., and members are requested to attend in numbers.

TRAMWAY OFFICERS.

Meeting of above branch will take place at Orchard's Chambers on Thursday, December 18th, at 8 p.m.

No. 1 SYDNEY.

The monthly meeting of Sydney Branch was held in the Trades Hall, Sydney, on Thursday, December 4th, 1913.

GRANVILLE.

The usual monthly meeting of the above branch was held on Thursday, 4th inst.

DARLING HARBOR.

The usual monthly meeting of the above branch was held at the Trades Hall on Saturday, 6-12-13.

REDFERN.

A meeting of the Redfern Branch was held on Monday, Dec. 1st.

MASS MEETING.

A mass meeting of the following: Darling Harbor Porters and Shunters, Clyde, Eveleigh, Sydney Yards, and Hornsby Shunters, and the Signmen's Branch, will be held at the Trades Hall on Saturday, the 13-12-13, at 8 p.m.

BRANCH MEETINGS.

GUNNEDAH.

A special meeting of above branch will be held at railway station, Gunnedah, on Saturday, December 13th, at 3 p.m.

Mr. Sars moved and Mr. Armstrong seconded a hearty vote of thanks to Mr. C. Hart, the retiring president, which was carried by acclamation.

Mr. Hart has been one of the most consistent workers the Association has known.

Mr. Hart, in a few well-chosen words, thanked the members for the vote of thanks.

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REDFERN.

A meeting of the Redfern Branch was held on Monday, Dec. 1st.

This is an important meeting, as nominations will be received for the Executive Officers and Councilors to be elected at the Annual General Conference in February, 1914.

Secretary wishes to make it known to all members that it will be his duty to send in the names of every member who owes 6/-, who will be struck off the books.

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Staff Changes and Promotions

WEEK ENDED NOVEMBER 29, '13.

APPOINTMENTS.

Loco Branch—Fitter: Henry Fox, Eveleigh.

PROMOTIONS.

Loco Branch—Fireman to Driver: Clement Allen, Harden.

RESIGNED OR LEFT THE SERVICE.

Loco Branch—William Peck, Plecton.

REMOVALS.

Signalling Branch—Striker: Jas. H. Hayden, Sydney.

DECEASED.

Loco Branch—Fitters' Laborer: Thomas Neville, Sydney.

TRAFFIC BRANCH.

Stationmaster: John H. Price, Bogan Gate.

REMOVED.

Loco Branch—Fitters' Laborer: Thomas Neville, Sydney.

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THE CO-OPERATOR Members owing 6s. to be Struck Off List

Assorted Small Ads BUSINESS PULLERS 3 LINES FOR 6d. SUITABLE DIRECTION GIVEN. 20th November, 1913. Mr. T. R. Johnson, Chief Railway Commissioner, Bridge-street, SYDNEY.

BRANCH NOTICES.

NEWCASTLE PER. WAY.

The usual monthly meeting of the Per. Way branch of the Amalgamated Association will be held in the Trades Hall, Newcastle, on Saturday next, December 13, at 7.30 p.m.

REDFERN.

A meeting of the Redfern Branch was held on Monday, Dec. 1st.

MASS MEETING.

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Mr. Hart has been one of the most consistent workers the Association has known.

Mr. Hart, in a few well-chosen words, thanked the members for the vote of thanks.

THE CO-OPERATOR Members owing 6s. to be Struck Off List

The executive has decided that unfinancial members are not to participate in any of the Association's many services.

By order of the executive, CLAUDE THOMPSON, General Secretary.

Assorted Small Ads BUSINESS PULLERS 3 LINES FOR 6d. SUITABLE DIRECTION GIVEN. 20th November, 1913. Mr. T. R. Johnson, Chief Railway Commissioner, Bridge-street, SYDNEY.

Thursday, December 11, 1913.

ROSEHILL SATURDAY

Albert Maher (Member City Tattersalls Club)

WILL BE LAYING ABSOLUTELY THE LONGEST ODDS IN THE LEGER. PROMPT PAYMENT AND FAIR DEALING.

ASSOCIATED RACING CLUBS PONY RACES.

NEXT MEETINGS: 1913. Ascot - Sat, Dec. 13 Victoria Park Wed, Dec. 17 Kensington - Wed, Dec. 24

J UNDERHILL, Sec. Phone 2383, 11 Elizabeth Street

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INSTRUCTION FREE!! You can become a Hypnotist in a few hours' time without leaving your home. You can give the minds of others control, and produce amusement by the hour. My Mammoth Illustrated Lesson or Key to Hypnotism, which I send free of charge and postage paid, will tell you all about this marvelous science. It contains beautiful and artistic engravings, and shows you just what Hypnotism is, and what it will accomplish. Send for it, and learn to Hypnotise. Remember, this wonderful book costs you nothing. A chance of a lifetime. Write today. Address:

PROF. R. H. BARADEN, Pitt-street, Sydney, N.S.W.

A. LAWSON Photo-Process Eicher and Engraver Photo. Lithographer, Electrotyper and Stereolyper. VICTORIA ARCADE, SYDNEY Phone: 3223.

An English Made Safety Razor, 3/6

No complicated parts to get out of order. With exception of blade, it is made in one section, and is self-locking. The blade just slides in and is gripped fast and at just the right angle. With it you are assured of a clean shave, a quick shave, an easy shave, absolutely no danger of cutting yourself. Complete, with Six Blades and Separate Strapping Handle. Post 3/6 Free. Money back if you are not satisfied.

WILSON BROS., Coonabarabarra-road, WAHROONGA.

Victoria Park Racing Club. SATURDAY, DECEMBER 13, 1913. ELECTION DAY.

LARGE ENTRIES. BIG FIELDS. SPECIAL TRAMS. SPECIAL TRAMS. One Penny from Railway Station. H. COBCROFT, Secretary V.P.R.C., 20 and 21 Imperial Arcade. Phone 514 Central.

BAKER'S STADIUM. Sole Direction Mr. R. L. BAKER. GREAT WELTERWEIGHT CONTEST

Next Saturday Night Dec. 13th, 8.30 p.m. HARRY STONE (U.S.A.) v. PAL BROWN (U.S.A.) Preceded by 10 2-minute round contests at 8 sharp: LES GLEESON v. JACK LEWIS. PRICES: 10s. (reserved), 5s., 3s., 2s. Every Thursday Afternoon Great Boxing Matinee.

GENERAL ELECTIONS. VOTE FOR LIVATONIA

The best candidate always carries out its platform promises.

The Greatest Cure known for all LIVER COMPLAINTS.

ON SALE EVERYWHERE Price, 1/6 per bottle.

If not satisfied return the empty bottle and get your money back.

THE TURF.

NOTES AND SELECTIONS BY "MUSKET."

Rosehill on Saturday.

There were twenty-three starters in the Juvenile Handicap at Warwick Farm on Saturday, and the only horses to find backing were the place-getters.

Raise the Wind was an absolute skinner to the ring at the 'Far'm' on Saturday.

When the riders' names were hoisted prior to the Pace Welter being run at Warwick Farm on Saturday Meddick appeared as Bretell's pilot. This was responsible for the filly drifting to 4 to 1. However, when it was known that J. E. Pike had the mount she suddenly dropped a couple of points, and in most cases books refused to record a wager.

Barlow began badly in the Warwick Farm Handicap. Otherwise he would have scored. The Fortunatus gelding made up a good bit of ground over the final half-mile, but he just failed to fill a place.

Spurn was badly interfered with at the turn, in the Pace Welter at Warwick Farm on Saturday.

WARWICK FARM.

Winners, S.P., Riders, Post Positions.

Red Corn, 6 to 4 (Woodburn), 10. Willow Green, 7 to 1 (Hickey). Renlock, 9 to 2 (Connell), 11. Hypollite, 3 to 1 (Reddaon). Raise the Wind, 33 to 1 (Curran), 8.

Wherry, 10 to 1 (Smith), 13. There was a very fair attendance at the suburban fixtures on Saturday. Backers commenced the day well, as the favorite in the Jumpers' Flat race, Red Corn, led all the trip and scored by half-a-dozen lengths from Oxley, with Colbine third and Late Hours fourth. The latter was heavily backed, but after being second into the straight, he tired to nothing.

Heads separated the second, third and fourth horses.

Coondarra Laddie opened favorite in the Flying Handicap, and books did a good trade at laying him at 6 to 4. The Ayr Laddie gelding was one of the first to get going, and at home turn he just led from Minuo and Tencu, with Bellara and Willow Green next.

The favorite cried enough at the distance, and Minuo led from Willow Green. The latter finished best and won nicely by half a length from Minuo, who was one length in advance of Mullum in Parvo, and Coondarra Laddie next.

When betting commenced on the Farm Stakes, Renlock and Duke Alwynne were each at 5 to 2, but at flagfall the latter was favorite at 9 to 4.

Proceedings commenced with Approved Stakes, which went to Lady Clarette, who led all the way and scored easily from Cozen, with Terabla third. The second and third horses ran wide at the turn, but otherwise the result would have been the same as recorded. Prolific was a fair fourth, and Lady Araxes next.

Golden Tips was the elect in first division of the Flying Handicap, but she failed to fill a place. The winner turned up in the consistent Trustworthy, who won by a head from Fortuna, with Starfield third. Inverell, who led into the straight, was fourth, and First Guard a neck further off.

Nosonaky, Pretty Toy and Morven Lass were best backed in the 14.0 Handicap. The latter was one of the first to get going, and with Sir Moorefield, showed the way into the straight. Morven Lass lasted best and won nicely from Lady Wilga, with Sir Moorefield third, and K.H. next.

The first division of the Novice Handicap went to Madam Ziska, who won easily from True Till, with Mangarla third. Woodwork, who had a bad passage, was fourth and just in front of Luces. The favorite, Aviator, ran badly.

When betting commenced in the second division, Bricks was backed at 2 to 1, but towards flag-fall he eased a trifle. Tilly made the running to the bend, where the favorite took charge, and coming on won easily from Hollette, who just beat Rose Alpine for places. Rose Tuck was fourth, and Rose Color next.

Native Rose was the elect when books opened on the 14.1 Handicap, but from 5 to 1 Clotho was backed down to 3 to 1. S.R. made nearly all the running, and was just beaten on the post by Native Rose. Mysole finished fast in third place, while Maggie Moore beat the others.

The Rosebery Handicap went to Miss Luna, who won by a neck from Carlo, with Mortar third. Yucca was a close fourth, and Patrovader next.

Stietten led to the turn.

The 14.2 Handicap went to Lady Sydney, who won nicely from Home Rule, with Roy Queen third.

The New Zealand cricketers arrived in Sydney yesterday.

to 4, while 9 to 2 was offered against Renlock.

Adare was first to show out, but at the home turn Renlock was showing the way to Osterley, with Duke of Alwynne, who had been in a bad position, in third place. Renlock was first at the distance, and never afterwards being headed, the Renrose gelding won by a length from Duke Alwynne, who just beat Osterley. The latter finished under the judge's box.

A big field went to the post in the Juvenile Handicap, but only three were backed. The favorite was Mount Mostyn, who was only half a point shorter than Hypollite. Croslet, at 7 to 2, found friends. The favorites were prominent early, and at the end of a furlong Hypollite was showing the way to Mount Mostyn. Hypollite led by a couple of lengths into the straight, and, coming on, won easily from Mount Mostyn, with Croslet third. Fourth place was filled by Queen Malt, who finished fast. Mirzan was fifth, and Tux next.

The Warwick Handicap went to Raise the Wind, who gave the books a turn up. The imported horse took charge when heads were turned for home, and went on to win by a length from Firm, with Single a very close third. Voldon was a head further off in fourth place, while the fast-finishing Barlow came next.

Bretelle was a warm favorite in the Pace Welter, but she failed to "hit" the front at any part of the race. Gungar led into the straight from Canaque and Bretelle. Wherry challenged the leader at the half-distance, and after an exciting finish, beat the Machine Gun horse by a neck. Claid Mureer was third, Canaque fourth, and Bretelle next.

ROSEBERY.

Winners, S.P., Riders, Post Positions.

Lady Clarette, 4 to 1 (Watterson)—4. Trustworthy, 10 to 1 (Townsend)—5. Lady Kenley, 4 to 1 (Moulden)—3. Morven Lass, 5 to 2 (Wood)—3. Madam Ziska, 5 to 1 (Whitbread)—2. Bricks, 9 to 4 (Townsend)—6. Native Rose, 2 to 1 (Lillyman)—1. Miss Luna, 4 to 1 (Harris)—6. Lady Sydney, 6 to 4 (Lillyman)—1.

Although the day was dull and the weather threatening, there was a good attendance at the mid-week "pony" fixture yesterday.

Proceedings commenced with Approved Stakes, which went to Lady Clarette, who led all the way and scored easily from Cozen, with Terabla third. The second and third horses ran wide at the turn, but otherwise the result would have been the same as recorded. Prolific was a fair fourth, and Lady Araxes next.

Golden Tips was the elect in first division of the Flying Handicap, but she failed to fill a place. The winner turned up in the consistent Trustworthy, who won by a head from Fortuna, with Starfield third. Inverell, who led into the straight, was fourth, and First Guard a neck further off.

Nosonaky, Pretty Toy and Morven Lass were best backed in the 14.0 Handicap. The latter was one of the first to get going, and with Sir Moorefield, showed the way into the straight. Morven Lass lasted best and won nicely from Lady Wilga, with Sir Moorefield third, and K.H. next.

The first division of the Novice Handicap went to Madam Ziska, who won easily from True Till, with Mangarla third. Woodwork, who had a bad passage, was fourth and just in front of Luces. The favorite, Aviator, ran badly.

When betting commenced in the second division, Bricks was backed at 2 to 1, but towards flag-fall he eased a trifle. Tilly made the running to the bend, where the favorite took charge, and coming on won easily from Hollette, who just beat Rose Alpine for places. Rose Tuck was fourth, and Rose Color next.

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The New Zealand cricketers arrived in Sydney yesterday.

ROSEHILL. ANTICIPATIONS.

HURDLES.

Marton 1 Nonda 2 Grandoniel 3

CLYDE STAKES. Lady Denman or Brattle 1

MAIDEN HANDICAP. Laggard 1 Larelle 2 Red Velvet 3

NURSERY HANDICAP. Malster Lass or Queen Malt 1

DECEMBER HANDICAP. Firm or Former 1

PARRAMATTA MILE. Noogilla or Odist 1

VICTORIAN RAILWAYS UNION.

ASKS FOR A ROYAL COMMISSION.

BETTER WORKING CONDITIONS WANTED.

The members of the Victorian Railways Union request the establishment of industrial boards, similar to those covering the railway employees of New South Wales, and also improved wages, salaries, and the new regulations. "We are asking for a Royal Commission," said Mr. F. Hyett, the secretary of the union, "because under the present conditions there is no satisfactory appeal. As the Railways Commissioners refused our request for a 48 hours' week, with a minimum wage of 9/- a day, as well as various other general requests, we have now no chance of getting a satisfactory hearing elsewhere. It is nonsense to say that Parliament is our wages board, as Parliament is prevented from properly hearing and fully understanding our request, and we are thrown back to button-holing and lobbying individual members. As the Minister of Railways and the Premier practically refuse to receive us, not only is it impossible to obtain a deputation to these representatives of our so-called wages boards, but they refuse to consider questions put before them in writing."

CAPTAIN TOOMBS FOR HURSTVILLE.

To the many friends of Captain Toombs in the Labor movement it will come as no surprise to learn that he is giving Varney Parkes the fight of his life in Hurstville. Self-educated, widely travelled, he commands attention. When to this is added his well-known character for straight-going, the fearless manner in which he has always stood up for the worker's rights, we can quite realize that the workers of Hurstville—brain or manual—feel they have a representative they can trust implicitly. We wish him hearty success, and we know his sturdy speeches in defence of the railway men from more than one platform at referendum time, will receive from the men the reward they merit. His working life must not be overlooked, for she is a factor in the fight. Always a Labor woman, she has won the hearts of Hurstville Laborites; the worthy pair are to be congratulated upon the fight they are putting up, and it is to be sincerely hoped the electors of Hurstville will recognize their merit, and, by putting Captain Toombs at the top of the poll, give to such an electorate a representative so eminently suited in every way to represent it.

BIRDS AND RAILWAY ACCIDENTS.

A correspondent to the "Railway News" (London) writes:—"While waiting at a wayside station the other day I observed some pigeons sitting on a wire leading from a signal cabin to a route of telegraph poles. When the birds flew away together the upward bound which they gave at the commencement of their flight caused the wire on which they had been sitting to swing into contact with some of the telegraph lines. I was curious to know what effect in the signal cabin would be caused thereby. On inquiring I found that a stray current had entered the apparatus and had produced a false indication had been produced, giving the signalman authority to send a second train into a section which was already occupied. Pursuing my inquiries, I was astonished to learn that many railway instruments are liable to similar interference."

Victoria was too much class for Queensland in the cricket match, which concluded this week. Victoria, however, may meet their Waterloo in N.S.W.

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Sparklets from Sportdom

By "SEARCHLIGHT."

Macartney was in fine form for Gordon against Redfern on Saturday, when he accounted for 162 runs.

The sixth round of the cricket competition concluded on Saturday last.

W. M. Armstrong, who hit up a big score against Queensland on Saturday, was lucky in reaching the century. At 92 he returned a ball to the bowler, who appealed for the catch, but the umpire disallowed it because the bowler had got in front of him and he was unable to say what happened.

V. S. Ransford batted well for Victoria when he knocked up 82 runs.

Playing for Notts Sydney against University on Saturday, Moore took seven wickets for 66.

Scott, the Petersham express, took five for 55 against Central Cumberland on Saturday.

The Australian billiardist, George Gray, made a break of 1001 during his match with Faulkner last week.

The Marylebone Cricket Club played a drawn game with the Border team in South Africa last week. The Englishmen had the best of matters when stumps were drawn.

M. Inman may not take part in the billiard championship. Perhaps Inman is wise. George has entered for the big event.

Massie was deadly with the ball on Saturday, when he took six wickets for 20 runs for University against Notts Sydney. "Varsity" scored an outright win. In North Sydney's second innings G. S. Moore knocked up 39 runs, and the innings closed for 70.

The Glebe batsman Buckle had had luck on Saturday when he just failed to score a century. His total at the drawing of stumps was 99 not out.

The Central Cumberland bowler R. C. Coogan put up a fine performance on Saturday when he took nine wickets for 63 against Petersham.

Duppain bowled in great style for Western Suburbs against Sydney on Saturday. His record was six for 28, including the "hat-trick."

Armstrong's 202 not out against Queensland last week included 17 fours.

University still leads in the Cricket Competition.

At the N.S.W. Rowing Association's regatta on Saturday the Balmain sculler Alma Cox easily won the championship sculls. The race was over three miles, and the time occupied by the winner was 23 min. 15 sec.

C. H. Horder accounted for a three-mile scratch bicycle race at the Sports Ground on Saturday in 6 min. 7.15 sec. F. D. Walcott was second, and H. L. Crook third.

The best performances recorded at the Sports Ground in connection with the Duna Challenge Shield on Saturday were: J. F. Bradley's 100 yards in 10 1-10 sec., J. Smith's 23ft. 2in. in the running broad jump, A. W. Pukard's mile walk in 6 min. 53 2-5 sec., J. W. Frazer's 120 yards hurdles in 3 1-5 sec., A. F. Thorpe's mile in 4 min. 34 sec., and C. T. Ferguson's 9ft. 6in. in the pole vault.

Miss M. Ecott easily won the ladies' 100 yards running championship of N.S.W. on Saturday. Her time was 12 3-5 sec.

P. Walker, a pony jockey, had his license cancelled at Victoria Park on Saturday for being "cheeky" to the stewards.

The Queensland crack, My Gavonni, was beaten in a w.f.a. race over 1 mile and 3 furlongs by Pongo, at Eagle Farm on Saturday. Owen Roe filled third place.

There will be a pony meeting at Richmond on Monday next.

The Wollongong R.C. will bring off a meeting next Tuesday.

The Queensland performer, First Guard, was again heavily backed at Saturday night.

It takes the boys in the bleachers to tack a name on to anything in need of it. For some weeks past I have been referring to the continual clinch, clinch, clinch that is a feature of recent fights. The bleachers have now christened this "bodysnatching," and an appropriate title all right, and cries of "Let go, you bodysnatcher," were common on Saturday night.

The American invasion is now in full swing, and Snowy Baker has landed some real goods in the persons of Eddie McGoorty, middleweight champion, Ray Bronson, our old friend, welterweight champion, and Young Taylor, lightweight, and a near champion by all accounts. They are a decent lot of fellows, and their presence should attract quite a lot more money to the coffers of the Stadium management.

Dave Smith and Les O'Donnell are the star performers at Newtown Stadium on Saturday next. It ought to be a good breather for Dave before he settles down for the more serious business of licking McGoorty.

ROSEHILL RACES SATURDAY, DEC. 13, 1913. FIRST RACE, 2.10 P.M.

SPECIAL TRAINS LEAVE TO RACECOURSE PLATFORM WILL LEAVE AS UNDER: 1.22 a.m.—1st and 2nd Class, leaves Platform 15. 11.51 a.m.—1st and 2nd Class, leaves Platform No. 15. 12.7 p.m.—1st and 2nd Class, leaves Platform No. 15. 12.22 p.m.—1st and 2nd Class, leaves Platform No. 15. 12.40 p.m.—1st Class, leaves Platform No. 15.

NOTE.—Combined Railway Tickets for admission to the Saddling Paddock or St. Legat Reserve can be purchased at the Central Booking Office, Chisholm House, Martin Place.

THE TWO SIDES.

BURNS SCORES A LUCKY WIN.

The Crowd gets Science, but wants Gore.

It was a peculiar fight all right, and the bleachers at any rate could not quite make up their minds as to whether it was on the square or not. Time after time one man had the other in a bad way, but seemed to hang off when he ought to have been in and doing. It looked very much as though the men had agreed not to knock each other out, and the two bidders did not like the look of it. Sharp and caustic comment was the order of the day, mixed with a lot of unreasonable abuse and counting out. It was a good, scientific fight from start to finish, but the condition of Burns, who weighed 11st 2lb, left a lot to be desired. When he first fought Johnny Summers he weighed 10st 5lb, and fought like a careful of tigers, and finished the 20th at a great rate. Then what a difference when he met Evernden, a boxer who is not in the same class as Burns. Fat as an alderman, Sid took an unmerciful walloping, culminating in a severe K.O., and on this, his latest appearance, he looked as though he had been training for a banquet instead of a boxing match.

Burns won all right, although he would have been out of the picture had not Stagg been suffering from a couple of broken ribs. Sid was leading well at the 18th, when a none-too-hard swing to the loins or short ribs, sent Stagg down in a neutral corner for five. On rising it was evident he was in great pain, and Sid Burns knew he had located the soft spot in Stagg's armor. It gave him fresh heart, and he fought the last three rounds at a great clip, pounding away with swings at the sore spot. Stagg suffered severely from this treatment, and was unable to do anything in retaliation beyond vainly endeavouring to avoid punishment.

Taking into consideration Burns' lead in the early rounds, he won the first seven on end; also the 13th, 17th, 18th, 19th, and 20th, so there could not be much doubt about the verdict. In addition, he scored three knock-downs, and had his man in a helpless condition at the finish, so that those who raised a howl ought to put ice to their brows.

Both men have altered their style a good bit since coming here, and although both are at the top of the tree as scientific boxers, it would not be hard for either of them to improve out of sight by just a little more care in their methods.

In the first place Burns has evidently become impressed with what may be called the Australian smoother as practised by Mehegan and Pat Bradley. He adopted this stance many times on Saturday, and by trying a shift with it, endeavoured to land right and left hooks. Stagg's headwork was too good, however, and his attempts did not meet with nearly the same success as when he stuck to paying that long left of his. Burns has a lightning left arm job which landed practically as often as he sent it out, and was mainly instrumental in scoring the winning points.

Now Stagg, on the other hand, depends too much for defence on his head and footwork, combined with his side on stance at close quarters. He carries his hand too low, and loses consequently in hitting power, and, what is more important still, in speed. With a good right glove carried well up he could have blocked or brushed aside many of Burns'

leads instead of stopping them with his face. Stagg was not nearly so open on previous occasions, and it is evident the bad habit of carrying his hands too low is growing on him. In spite of everything it was a good if bloodless battle, and both men were severely used up at the finish, partly from punishment and partly from lack of condition. The one-eyed section of the audience kept screaming for gore, and yelled, "Make 'em fight, Scott." As a matter of fact, there was more punishment dealt out in the 12th round than in the whole of the Stone-Well's sparring exhibition. Some of Stagg's beautifully timed half uppercuts, half swings, would have dropped many men, and they certainly reduced Burns to a condition which should have led to an early knockout. Another feature of the business was Stagg's backhand work. Time and again he rattled Burns with these punches. The funny part about it is, it is a foul punch, but nobody seems to bother about it.

In conclusion, let it be said Burns was lucky to win, as it was a certainty for Stagg had his opponent not located those broken ribs. However, it is the luck of the game.

The men scaled—Burns, 11st 2lb; Stagg, 10st 9lb.

Thebant-weight preliminary between Charlie Purnell and Snowy Morris ought to have given enough excitement to keep the house quiet for a week. It was no wonder the big scrap seemed tame by comparison. Both of the little fellows can hit tremendously hard for their size, and both boys are stuffed full of gameness. They also gave a good exhibition from a scientific standpoint. The display brought down the house, and at the end Mick Dunn gave it a draw. Terribly fond of draws is Mick.

WITH GOOD CAUSE.

In explaining his crushing defeat by the Minister for Works at Annandale, Mr. Bruntnell said:

"The immigrant vote went solidly for Labor, as they appeared to identify the Liberal Party with the British Tory Party."

With good cause. The newcomers who cross the seas to Australia have seen so much of the evils of the ancient systems favored by slum owners and rack-renting landlords as are to be found among the supporters of the Wade party, that they are determined to take no chances. They go straight for the party they know is on the side of the working man. Every immigrant, fresh from the deplorable consequences of Conservative rule in the old land, is a Labor supporter. And by reason of his knowledge of parties abroad, he knows that the New South Wales Liberal Party is identical with the English Tory Party, which sweats workers and herds them in noisome hovels.

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Drawn Publicly on Saturday, March 28th. Results published on the 29th. 30th and 31st March, in Metropolitan Newspapers. NOTE.—On receipt of stamped envelopes Result Slips will be posted to any part of Australasia. Winner of Druids' First Prize, 1913: THOMAS R. O'CONNOR, 46 Abercrombie Street, Redfern.

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THE CO-OPERATOR.

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THURSDAY, DECEMBER 11, 1913.

THE SITUATION.

Although the results of the New South Wales State elections are in nearly every case incomplete, the count has progressed sufficiently to enable an accurate summary of the position to be made. To date forty seats have been won for Labor, and one for Independent Labor (Botany), thirty-six Liberal seats have been won, and one Independent has managed to pull through. This, then, leaves twelve electorates in which the intrusion of third, fourth and fifth candidates has resulted in second ballots being necessary. The metropolitan electorates in which the fight is again to be fought are Enmore, Hurstville, Parramatta, St. George, Waverley, Woollahra and Willoughby, and the country electorates are Albury, Bega, Tamworth, Bingara and Raleigh.

It has been decided that the metropolitan ballots shall be taken on Saturday next, those in the country being held on the 23rd inst. The position as far as the Labor Party is concerned is distinctly encouraging. It had been claimed by the Liberals that there had been a tremendous revulsion of feeling all through the country against the Labor Government. The "writing on the wall" was plain to Mr. Wade, who before the election saw a majority of at least twelve or thirteen in the new Parliament. Apparently the state of the poll has quite overwhelmed him, for he has been quite lugubrious since the results started to come through, and although the morning dailies see seven or eight yet of a majority, it is with difficulty that Mr. Wade can even see three or four. And we do not wonder that he feels dismal. To get a bare majority the Liberals have to win ten out of the twelve second ballot fights, while to secure the majority of three they must win all twelve. Is there not plenty of cause for Mr. Wade's depression?

It is always said by the optimist that "hope springs eternal in the human breast," but what else than a pessimist can Mr. Wade be when he considers the slender chance for his party getting possession of the Government of the country when the final results go up. Upon the support accorded the Labor candidate in last Saturday's poll it looks as though the party can win five of the seven metropolitan seats. In sporting parlance, Enmore, Willoughby, Parramatta, Hurstville and St. George seem to be "dead certs" for the Labor candidates; while in Waverley and Woollahra the chances of a win are really excellent. Has Mr. Wade, then, any great reason for an overflowing optimism? And when the country possibilities are considered, it only adds a damper to the spirits of the already depressed Liberals. In Albury, Bega and Bingara it is "odds on" that Labor will win. The prospect is, then, one of great satisfaction from the Labor point of view. One can nearly say that for a certainty there will be a Labor Government in the next Parliament, and it really looks as though it will be with a good sound majority.

The fight is, of course, not yet over, and any excess of over-confidence is extremely foolish. Labor can lose from over-confidence just as easily as it can win with a little hard work. There is not one elec-

torate in the whole countryside which does not possess enough Labor votes to put a Labor man in. It is only necessary to point to Parramatta, Granville, Willoughby, and a few other seats which were always reckoned hopeless from a party point of view, to demonstrate this fact. Here has been seen a wonderful muster of Labor votes, sufficient to in some cases place the Labor candidate on top or within a few score of the once-regarded invincible Liberal candidate. And all this notwithstanding the revulsion of feeling which Mr. Wade so plainly saw throughout the State. The results so far have been distinctly heartening to Labor, and if we put our shoulders to the wheel there is nothing to withstand the onslaught. Let every man and woman who has Labor ideals get into the fight, remembering that not until the last vote is polled for Labor is the position safe; and the second ballots will not only permanently consign the Liberals to the cold shades of Opposition for ever, but such lights as Wood and Parkes will be consigned to the political oblivion they so richly merit. Laborites, take for your battle cry the famous command of the battle of Waterloo: "Up, Guards, and at 'em!" Let it be "Up, Laborites, and at 'em!"

BOTANY.

Mr. Page has won the Botany seat. The Labor movement, like the law, grinds slowly, but exceedingly fine. Mr. Page has been declared by the movement to be opposed to the Labor platform. He opposed the duly authorized Labor candidate. The personal issue has temporarily overshadowed the more important problems confronting the electors. But the local Laborites may take heart. Mr. Page's doom is sealed. Nemesis is on his track. The Government will have a small majority. There is the probability of another early appeal to the country. Apart from that, if Labor retains office, it is pledged to come to issue with the Fossils' Chamber, and the Minister for Works prophesies an early election on the question of the abolition of the second House. It looks therefore, as if Botany will soon have another chance—when the clouds of personal prejudice have been dissipated—of reconsidering its political position. Mr. Page cannot be the selected Labor candidate next election.

In the meantime, his complete undoing has commenced. He has been elected by Liberal votes. And Liberals expect his vote in return in Parliament. This was stated by a leading Liberal, Mr. David Storey, M.L.A., in the course of an interview published in the "Daily Telegraph" last Monday, as follows:—"I am glad that Mr. Page was returned, as I feel satisfied he will vote on the Liberal side in Parliament, as the Liberals undoubtedly voted for him." If Mr. Page votes Liberal, every sympathetic Labor vote he secured on personal grounds will leave him. If he votes Labor, the Liberals will desert, and run a man against him. He has placed himself upon the two horns of a dilemma. He will probably try to straddle the rail and antagonise both sides. It does not appear at all probable that he will have a second term in Parliament in his present political guise.

THE CONFERENCE RESUMES.

(CONTINUED FROM PAGE 5)

THURSDAY, DECEMBER 4th.

The Conference met again on Thursday afternoon at 3 p.m. Hon. W. M. Hughes, M.H.R., occupied the chair.

The chairman read the following cable from the New Zealand Federation of Labor:—

"Auckland, 4th Dec., 1913. "W. M. Hughes, Sydney. "Accept your Conference's proposals. Maoriland employees.

"HICKEY, "Labor Federation."

Mr. Keyes, a representative of the New Zealand crane employees, attended the conference pursuant to a previous resolution, and was accepted as a delegate.

Mr. Johns, presented a report in regard to the "Inga" together with a document signed by the president and secretary of the Waterside Workers' Union, Wanganui, stating that the S.S. "Inga" was worked on the New Zealand side by Union labor only. This document was dated November 21st. The New Zealand delegates stated that the strike occurred in New Zealand on 22nd November. It was resolved—

That the workers concerned be advised to unload the "Inga."

Mr. Atkinson and Mr. Peck, on behalf of the Engineers, asked for advice in regard to repairs upon certain vessels, and after discussion the conference asked that there should be no extension of the trouble beyond the policy resolution originally adopted.

Mr. Keyes explained the position of the Crane Employees at Newcastle. Discussion followed. On the motion of Messrs. Catts and Bradley it was resolved—

That the crane employees be directed to continue at work until further advised by this conference—Carried unanimously.

A meeting of the crane employees in Newcastle was then arranged for Sunday, December 7th, at 1.30 p.m., in the School of Arts, Carrington, and it was resolved—

That Messrs. Catts and Captain Bradley should attend on behalf of the conference.

It was reported that the wharf laborers were not carrying out the decision of the conference which had been endorsed by their union. It was resolved on the motion of Messrs. Catts and Sim—

That the Wharf Laborers' Union be called upon to carry out the decision of conference and their own union, and supply labor to do the work of the port in accordance with the policy resolution adopted.

Mr. Cooper reported that the seamen on the "Brisbane" at Newcastle had refused duty; the boat was loaded with coal, and they had refused to sail her to New Zealand. Probably they would be arrested. This would irritate seamen on boats other than those "trading with New Zealand." He asked the advice of conference as to what should be done. It was resolved on the motion of Messrs. Catts and Woods—

That in the event of trouble with the crew of the "Brisbane" the other seamen be advised to stay at their work in accordance with the conference policy, until otherwise directed.

After discussion this was carried unanimously.

It was announced that Mr. Nolan, an inspector under the Arbitration Act, was in attendance outside of the conference with a message that the Industrial Registrar proposed the next day (Friday) to convene a compulsory conference between the wharf laborers, the Newcastle coal-trimmers, and the Union Steamship Company in regard to the existing trouble. It was resolved—

That Mr. Holme be advised over the telephone that the conference hoped that an amicable settlement would be reached.

At 5.30 p.m. the conference adjourned until 3 p.m. the next day (Friday).

FRIDAY, DECEMBER 5th.

The conference met at 3 p.m. The Hon. W. M. Hughes, M.H.R., in the chair.

A reply from Mr. Foster, chairman of the New Zealand Employers' Federation, was read as follows:—

Wellington, N.Z., Thursday. The employers throughout the Dominion thank you for your lengthy and explicit cablegram of the 2nd inst., which had their careful consideration. This committee desires now to make quite clear to you that, in cabling you our statement of the position, it was not our intention to invoke your assistance or provoke trouble in your side. We are aware, of course, that delegates from the Federation of Labor are with you, and we desired to prevent any misconception and misrepresentations by placing before you a clear statement of the position, which we have no hesitation in saying we are prepared to substantiate. The employers of the Dominion have decided that they cannot and will not retire from the position that has been forced upon them. Owing to the refusal of the Federation of Labor to recognise the binding force of agreements, the employers repeat that they cannot in any way recognise the Federation or any of the unions subject to its control. They have solemnly pledged themselves to stand by the new arbitration unions, and cannot recede from that undertaking. There is, consequently, nothing left for arbitration, as the employers know no grievances as the way of strikers joining the new unions. If any such exist, they should be formulated and presented to the employers for consideration. If such grievances are not removable by any other means, this committee will consult the other committee as to their submission to arbitration. The employers submit that as the work of the principal Dominion ports is being effectively done by the new unions in ample numbers, therefore, notwithstanding your

assertion to the contrary, no waterside dispute exists, and consequently they do not see any reason why Australian workers should involve themselves in the trouble.

A reply was received from Mr. Massey and Sir Joseph Ward, New Zealand, in reply to request of conference for support to settlement proposals. Also from Mr. Northcote, president Commonwealth Steamship Owners' Association, re same. It was resolved to further cable the New Zealand and Sir Joseph Ward emphasizing the previous requests. The following were forwarded:—

Mr. Massey, Prime Minister, Wellington, N.Z.

Conference appreciates your assurance. Desires to speedily terminate dispute. Trust you will use every influence to persuade employers accept reasonable and practical suggestion submit to arbitration.

Conference desires to emphasize that all matters, including questions registration, non-registration, preference, non-preference arbitration, non-preference arbitration unionists, Waterside Workers' Federation, all embraced by our proposal, and be decided by arbitration.

W. M. HUGHES.

Sir Joseph Ward, Wellington, N.Z. Conference very pleased your cable, much appreciate your certain and trust that you will use every effort to induce employers to accept proposal. Conference desires emphasize fact that all matters, including questions of registration, non-registration, preference, non-preference arbitration unionists, Waterside Workers' Federation, all embraced by our proposal, and be decided by arbitration.

W. M. HUGHES.

The chairman referred to statement in the evening press attributed to Mr. Hickey secretary New Zealand Federation to the effect that Federation of Labor would repudiate agreements any time it suited them.

A letter was received from Mr. D. Mills, manager Union Steamship Co., Sydney, re cable from New Zealand employers.

On the resolution of Messrs. J. H. Catts and J. Thomson, it was resolved—

That this conference declare its belief in the binding force of industrial agreements, and are assured on behalf of the New Zealand Federation of Labor that they likewise recognise the same principle.—Carried.

On the motion of Messrs. O'Connell and Kavanagh it was resolved—

That the New Zealand Federation of Labor be cabled to asking for its repudiation of published statements of the New Zealand employers as appearing in the "Sun" of December 5th.

On the motion of Messrs. Cooper and Sim it was resolved—

That the chairman prepare (and the same committee as previously revised) and order on behalf of the conference a reply to the New Zealand employers and others associated therewith re settlement proposals.

The following are the cables forwarded to the New Zealand Federation of Labor and New Zealand employers respectively:—

Mr. Hickey, Sec. N.Z. Labor Federation, Wellington, N.Z. Cable from N.Z. appears Sydney press from employers as reason for rejecting conference's proposal to submit matters to arbitration that N.Z. Federation did not regard agreements as binding. Statements made by yourself and Curtis quoted in support of that contention. Parry denies accuracy of the charges. Declares that Federation recognised agreements as binding and prepared to loyally abide by this one. Please set forth in local press your attitude and attitude of your Federation on this matter. We are prepared to accept decision of arbitrator on all points and loyally abide by decision, obviously useless conference endeavouring to settle dispute. Reply.

W. M. HUGHES.

Mr. Foster, Chairman Employers' Defence Committee, Wellington, N.Z. Cable received. Conference regrets exceedingly your refusal to submit question to arbitration. It notes repetition of statement that there was nothing to arbitrate about. Again and again emphasize that we are prepared to accept decision of arbitrator on all points and loyally abide by decision, obviously useless conference endeavouring to settle dispute. Reply.

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to it. As for the attitude of conference we have again to state the position is according to previous cable. We believe binding force of agreement, and will loyally carry out any to which we enter, including the present one.

W. M. HUGHES.

The refusal of the wharf laborers to work in accordance with the policy of the conference was again under discussion. It was resolved, on the motion of Mr. Kavanagh and Senator Guthrie—

That the Waterside Workers' Federation be requested to see that the Sydney Wharf Laborers carry out the policy of the conference. The conference guarantees to stand by the bodies or persons carrying out such policy.

It was resolved, on the motion of Messrs. Cooper and Sim—

That in case any members of unions are suspended for refusing to carry out the policy and directions of this conference, no member of unions represented at this conference be permitted to work with such persons.

The following is the statement prepared and adopted for issue to all concerned re Wharf Laborers and Conference policy:—

The refusal of a section of the wharf laborers to abide by the decision of conference which was endorsed on two occasions by the Sydney branch of the Waterside Workers' Federation, has caused work on the Interstate and Island boats, was again under the consideration of the conference, and it was recognised that, as a great principle was at stake, and most important interests involved, a firm stand must be taken. Conference therefore decided that I, as president of the Waterside Workers' Federation, should be authorised to call upon the wharf laborers to carry out the policy of the branch and provide labor for the purpose. In accordance with this, formal notice has been served upon Mr. Woods, the secretary of the wharf branch to this effect, calling upon him and the executive officers to attend at the wharves affected, and afford whatever protection may be necessary to members prepared to take up work and to deal directly with any attempts to intimidate, threaten, or interfere with any member carrying out conference's instructions.

It was decided that any member of the Wharf Laborers' Union of offending in this respect should be forthwith suspended from the Union. Conference further decided in pursuance of its policy to afford protection to members of every organisation carrying out its policy, whether in this or in any other matter, and will decline to recognise as unionists any person who refuses to carry it out. The effect of that would be to refuse to carry out the conference's policy to put a man outside the union, and no member of any union would be permitted to work with him any more than with a non-unionist.

The conference adjourned at 6 p.m. until 3 p.m. on Monday, December 8th.

W. M. HUGHES.

MONDAY, DECEMBER 8th, 1913.

The conference met on Monday, December 8th, 1913, the Hon. W. M. Hughes, M.H.R., occupying the chair.

Mr. Cooper reported that the Union S.S. Co. had approached him in regard to a crew for the "Makura," and that Mr. Atkinson, of the Amalgamated Engineers, wished to know what attitude they should take in regard to the "Makura."

It was resolved that we cannot advise the working of the "Makura."

A further cable from the New Zealand employers was read as follows:—

6th December, 1913.

W. M. Hughes, M.P., Sydney. Defence Committee acknowledges receipt of your cablegram of 5th, but in its incomplete knowledge of the trouble on your side it would not presume to offer advice, and regrets that from your evident misconception of our conditions here and your credence of misrepresentations this committee is unable to consider anything in the direction of the advice you have tendered.

FOSTER, Chairman.

Mr. O'Sullivan moved, Mr. Rosser seconded—

(1) That the chairman prepare a manifesto for publication setting forth the trouble with regard to the New Zealand trouble, and the steps taken to effect a settlement.

(2) That the Unions of Australia be requested to forward all contributions for New Zealand through this conference which is managing the dispute as it affects this country, so that the financial assistance may be placed upon a proper organized basis.—Carried.

Messrs. Catts and Bradley reported that they had visited the Newcastle crane employees yesterday, December 7th, and addressed the men. The direction of that conference that the crane employees continue working was unanimously agreed to.

At 6 p.m. the conference adjourned until 10 a.m. next day (Tuesday, 9th).

TUESDAY, DECEMBER 9th, 1913.

The conference re-assembled at 10 a.m., the Hon. W. M. Hughes, M.H.R. occupying the chair.

It was resolved that all cables and correspondence be incorporated in the minutes.

Mr. Cooper (Seamen's Union) reported re members of the Seamen's Union refusing to work the "Tofua." Mr. Star read a cable from New Zealand secretary of Federated Seamen re the matter, stating that the New Zealand Federation desired the crew, who were members of the New Zealand body, to work out their agreement. He said he had advised

the men to take the "Tofua" round the Islands to the destination agreed upon when the crew signed on.

It was resolved on the motion of Messrs. Rosser and Thomson—

That as the New Zealand branch of the Seamen's Federation request the seamen concerned to take the "Tofua" round trip, terminating at New Zealand, this conference call upon the men concerned to man the ship, and in the event of their refusal, the members of the Sydney branch of the Seamen's Union (through their Union) be directed to man the boat.

It was resolved on the motion of Messrs. Rosser and Thomson—

That the New Zealand delegates interview the various unions at their meetings to obtain financial assistance, and that credentials from the conference be given them. Further, that all funds collected come through the conference. Conference adjourned at 12 noon December 9th day.

THE STRIKE VICTIMS.

From the report of the last meeting of the Darling Harbour branch of the Amalgamated Association, it appears that the dissatisfaction existing, and properly so, at the non-reinstatement of those men who were dismissed for refusing duty on account of the strike in the early part of this year, is coming to a head.

The strike at Darling Harbour took place without any hint being given to the executive of the association, or to the then general secretary (J. H. Catts). This does not canvass the grievances existing. They were ample.

After the strike occurred the Government offered to appoint a Royal Commission with certain guarantees. This was eventually accepted, and the wording of the settlement proposals was the subject of lengthy negotiation between the general secretary and the Minister for Labor (Mr. Carmichael). The words "including employees who have, pending the present dispute, been put off for refusing duty," were specially insisted upon by the then general secretary to cover precisely cases like those of Bannister, Stewart, and others.

The following is a copy of the settlement proposals, which will be of interest to the men in considering the matters at their meetings:—

(Copy.) Queen's Square, Sydney, 7th April, 1913.

J. H. Catts, Esq., M.H.R., General Secretary N.S.W. Amalgamated Railway and Tramway Service Association, Sydney.

Sir,—I am directed by the Honorable the Minister for Labor and Industry to inform you, with special reference to the pending dispute between the Chief Commissioner for Railways and railway workers, that the Government, recognising that the existing scheme of arbitration has by no means reached such a degree of perfection that anomalies and even grave injustices may not sometimes attend its administration, has determined, in view of the crises of the past few weeks, and in view of many complaints which have reached it, to afford an opportunity of establishing their case to those who have complained and are complaining of the hardships accruing to considerable sections of the community from the shortcomings of that scheme, and to appoint a Royal Commission with power to inquire into:—

(1) The principles adopted by the Court of Industrial Arbitration in recommending the constitution by the Minister of Boards for industries or callings under the Industrial Arbitration Act, 1912, and in recommending the appointment of chairmen for such Boards.

(2) The causes of and the circumstances surrounding the cancellation by the Court of Industrial Arbitration of the registration as an Industrial Union of the New South Wales Amalgamated Railway and Tramway Service Association, and the effect of such cancellation upon the administration of the Act.

(3) The operation and effect of industrial awards in and upon the industries comprised in the State-conducted enterprise controlled by the Chief Commissioner for Railways, and all the condition of labor in and about railway goods sheds.

(4) A plan for an amendment of the Industrial Arbitration Act, 1912, to prescribe the taking of evidence by boards having direct representation thereon of employers' and employees' interests, in connection with any industry, except in special cases, and after permission obtained from the Court.

The Government therefore expects those railway workers who are now holding up the trade of the State, and causing great loss and inconvenience to the trade generally, to accept the intervention offered and forthwith resume their duties.

In the event of this direction being accepted, and the men returning to work to-morrow morning, the Government will:—

(1) Give effect to such recommendations as the Commissioner's report may make upon all the issues raised.

(2) Direct the Royal Commissioner to deal with the matters of inquiry mentioned in clause 3 of his commission, insofar as such matters relate to the conditions of labor in and about railway goods sheds, and to report thereon prior

to dealing with the matters raised in clauses 1, 2 and 4.

(3) Undertake to instruct one counsel to appear on behalf of all unions who wish to be heard before the Commission, such counsel, however, not to exclude any privately-instructed advocates who may secure the permission of the Commissioner to appear before him.

The Government, further, has arranged with the Chief Commissioner for Railways that any of his employees who are called from the country by the Royal Commissioner to give evidence will be provided by him (the Chief Commissioner) with passes to and from their country location; and that there shall be no victimisation of casual, temporary or permanent employees, including employees who have pending the present dispute been put off for refusing duty, who return to work to-morrow morning; and that in the event of there being any convictions of such employees for strike by the Court of Industrial Arbitration, such convictions will not be regarded by him as justifying dismissals.

I have the honor to be, Sir, Your obedient servant, J. B. HOLME, Industrial Commissioner.

Mr. Catts has been condemned for advising the acceptance of this settlement, but it must be remembered a majority—a large majority of those concerned, agreed. And it was reasonable to believe that a settlement with such guarantees—the Government and the Arbitration Department of the State, would have been carried out.

In regard to the present matter, all we have to say is, consult the Executive of the Association, and the Labor Federation of Australia, with which the Association is affiliated, before any drastic action is taken.

ENTHUSIASM & ORGANISATION

THE TRIUMPHANT LABOR MOVEMENT.

The Minister for Works, Mr. A. Griffith, had much to say of the victory of the party which he represents in winning the Annandale seat. Naturally he is gratified with the result, which he attributes to the loyalty and whole-hearted support he received from Labor sympathisers and supporters in the electorate. "The thanks of the Labor movement of the whole State (said Mr. Griffith on Monday to an "Advocate" representative) are due to the Laborites of Annandale, men and women, boys and girls, for the combination and en-

thusiasm and organising capacity which enabled them for the first time to hoist the flag of the triumphant Labor movement over a constituency that for 20 years has been a citadel of the enemy."

BETS AS TEST OF TRUTH.

Lord Newton, speaking at a meeting at Manchester in support of his Betting Inducements Bill, said he did not look upon betting as a sin. In the past he had betted—he had won, he had lost, and he had been wretched. (Laughter.)

GOVERNMENT ADVERTISEMENTS

TELEGRAPH MESSENGERS WANTED.

Boys of from 14 to 16 years of age are invited to apply, on or before the 3rd January, 1914, for appointment as TELEGRAPH MESSENGERS at Post Offices in Sydney and Suburbs.

THE COMMENCING SALARY FOR TELEGRAPH MESSENGERS IS FIFTEEN SHILLINGS PER WEEK, rising to £1 PER WEEK AFTER ONE YEAR'S SERVICE.

There are ASSURED PROSPECTS for capable lads, as every opportunity is given them to advance to higher positions.

Full particulars regarding the examination, which is to be held on the afternoon of Saturday, 10th January, 1914, may be obtained from the office of the Commonwealth Public Service Inspector, The Banking House, 228 Pitt Street, Sydney.

D. C. McLAHLAN, Commissioner.

COMMONWEALTH OF AUSTRALIA

Vacancy in Postmaster-General's Department, Sydney, for Expert in Preservative Treatment of Timbers.

Applications are invited for the above mentioned temporary position. Rate of pay: £6 per week. Term of engagement, twelve months, with extension, if necessary.

Applicants should have had experience in the preservative treatment of timber, and be competent to undertake practical work in the treatment of telegraph and telephone poles, and should state their experience in both pressure and open tank systems.

Applications, stating age, and accompanied by copies only of testimonials, certificates, etc., should reach the Commonwealth Public Service Inspector not later than 27th DECEMBER, 1913.

D. C. McLAHLAN, Commissioner.

W. J. CLEMENS, Secretary.

ENTHUSIASM & ORGANISATION

THE TRIUMPHANT

Thursday, December 11, 1913.

WEEKLY TALK ON CURRENT TOPICS THE NEW ZEALAND FEDERATION OF LABOR.

BY THE GENERAL SECRETARY.

All necessary preparations have been made to ensure the proper presentation of the Amalgamated's case before No. 2 Wages Board.

ONE THING AT A TIME.

Often members write to head office asking for assistance in obtaining concessions from the Department. I have pointed out before that it is unwise to prefer a series of requests; the Department is not a wages board which will hear evidence on each point, and decide each without reference to the number of claims.

obeyed promptly and implicitly. Of course it is always open for an employee to query his orders and point out possible errors, but positive refusal of duty cannot and is not excused.

OVERCROWDING TRAINS.

Frequent complaints come in to Head Office from members relating to the overcrowding of the platforms of suburban trains. Guards, ticket collectors and others are hindered by carrying out their duties in an efficient manner, and the lives of the travelling public are endangered.

THE LABOR DAILY.

The Victorian Railways Union—the "All Grades" of the sister State—by a 4 to 1 majority, or a 60 to 70 per cent. vote of the whole organisation, has struck a levy of £1 per head.

COST OF LIVING INQUIRY.

The cost of living inquiry by Mr. Justice Heydon drags drearily on. Evidence was concluded about two weeks ago. Counsel and the union advocate are now engaged in a contest, with the object of finding out who can speak longest and say least.

WHO WANTS MONEY?

DARLING HARBOR SUBSCRIPTION. The list of names of men who agreed to the arrangement to pay £1 9s 8d in two payments, in connection with the Darling Harbor strike proceedings, is almost completed.

A BOLD BID.

The British "All Grades" union is continuing its triumphant march. New members are being enrolled at the rate of an average of well over 3000 per week—one week last month the enrolment totalled upwards of 4000.

REFUSING DUTY.

The Railway Department attaches great importance to the question of discipline, as every large department must do. Occasionally it happens that members who have been punished for refusing to carry out some particular order of a superior officer, come to Head Office for advice.

ITS CONNECTION WITH THE DISPUTE.

DELEGATE TO AUSTRALIA MAKES STATEMENT.

Mr. Parry, an executive officer of the N.Z. Federation of Labor, at present attending the big Conference in Sydney, yesterday handed us the following statement in connection with the N.Z. dispute for publication:—

The workers of New Zealand are fighting to retain their unions, which have existed for nearly half a century. The workers of New Zealand emphatically refuse to allow the Employers' Federation to dictate the form of organisation they shall adopt, and how they shall transact their business, and ask for the same privilege to be extended to them as to organisation as the Employers' Federation wish to enjoy themselves.

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The British "All Grades" union is continuing its triumphant march. New members are being enrolled at the rate of an average of well over 3000 per week—one week last month the enrolment totalled upwards of 4000.

REFUSING DUTY.

The Railway Department attaches great importance to the question of discipline, as every large department must do. Occasionally it happens that members who have been punished for refusing to carry out some particular order of a superior officer, come to Head Office for advice.

ITS CONNECTION WITH THE DISPUTE.

DELEGATE TO AUSTRALIA MAKES STATEMENT.

Mr. Parry, an executive officer of the N.Z. Federation of Labor, at present attending the big Conference in Sydney, yesterday handed us the following statement in connection with the N.Z. dispute for publication:—

The workers of New Zealand are fighting to retain their unions, which have existed for nearly half a century. The workers of New Zealand emphatically refuse to allow the Employers' Federation to dictate the form of organisation they shall adopt, and how they shall transact their business, and ask for the same privilege to be extended to them as to organisation as the Employers' Federation wish to enjoy themselves.

OVERCROWDING TRAINS.

Frequent complaints come in to Head Office from members relating to the overcrowding of the platforms of suburban trains. Guards, ticket collectors and others are hindered by carrying out their duties in an efficient manner, and the lives of the travelling public are endangered.

THE LABOR DAILY.

The Victorian Railways Union—the "All Grades" of the sister State—by a 4 to 1 majority, or a 60 to 70 per cent. vote of the whole organisation, has struck a levy of £1 per head.

COST OF LIVING INQUIRY.

The cost of living inquiry by Mr. Justice Heydon drags drearily on. Evidence was concluded about two weeks ago. Counsel and the union advocate are now engaged in a contest, with the object of finding out who can speak longest and say least.

WHO WANTS MONEY?

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Waterfall.—For Sale, Block of Land, 238 x 210; close to station. £20. A. E. Rowling, Brockleby.

THE HAND THAT GUIDES THE "SINGER" CLOTHES THE WORLD

WHEREVER homes have been established... you will find the one first sign of civilization—the Singer Sewing Machine.

Look for the Big Red "S" SINGER AGENTS AND SHOPS EVERYWHERE

THE HOUSEWIVES' ASSOCIATION WITH WHICH IS INCORPORATED THE "CO-OPERATOR" TOWN SHOPPING DEPT

Arrangements have been made for the conduct of an Association of mutual help to all women. Questions concerning women's interests will be answered.

Address all communications: THE HOUSEWIVES' ASSOCIATION, C/o "THE CO-OPERATOR," 431 KENT STREET, SYDNEY.

GARDEN NOTES

(BY BROCCOLI)

KITCHEN GARDEN.

There is no more useful vegetable for present sowing than the French Bean, but there is no occasion to confine oneself to the Canadian Wonder, excellent though it be.

Tomatoes are now receiving attention, but it is quite possible to give them too much water, and thus promote growth at the expense of fruit.

I WILL GIVE YOU TEETH EASE.

Bring your teeth troubles to me. I will cure them. I have the most perfect and painless system of extraction in the world.

2/6 will save you a heap of pain and worry in the future. See me. Perfect Upper or Lower Sets, 23/3.

Dentist REANEY

8 Oxford St. Open till 9 p.m. Daily 1 p.m. Saturdays. 14 City Road open till 9 p.m. Fridays.

Why not trade Locally and save Money and Trouble?

Heavy Eastern Suburbs man who goes to the City for his Suit will come here and let us show him how much better he could have done by buying locally.

NICHOLSON & GAMBLE

330 Oxford St., PADDINGTON.

THE FLOWER GARDEN.

(BY BROCCOLI)

Dahlias.

Plants that were left in the ground throughout the winter are now left in bloom, but this is an off season, and inferior crops of flowers.

Tomatoes are now receiving attention, but it is quite possible to give them too much water, and thus promote growth at the expense of fruit.

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FASHION FANCIES.

THE LATEST IN CORSETS.

The in-curve back corset, which is the fashionable corset of Paris and New York, has not yet reached us. It is a long corset, but a new device, consisting of gorges of an elastic fabric, known as "Lastikops" cloth, is set into the skirt portion of the corset.

A Parisian authority says:—The newest corsets are hardly recognizable by the name, so soft and pliable are they. Elastic holds a prominent place in their construction, and this, of course, is excellent for reducing.

HATPINS AND VEILS.

Hat pins with round or oblong crystal heads are newer than the pearls or colored stones of the springs, and the flat pin of enamel, in solid or iridescent colors, with or without a pearl centre, is new.

FASHIONS IN FOOTWEAR.

The prevailing note in footwear for the summer will be daintiness. The shapes most in favor will be "sensible," with the heels not so low and ranged with ferns or other delicate greenery.

NEVER SAY FAIL.

Keep pushing—'tis wiser than sitting aside. And dreaming and sighing and waiting the tide. In life's earnest battle they only prevail.

Make Your Xmas Pudding with Leslie's Baking Powder AND IT WILL BE SPLENDID. ALL GROCERS.

FOLDING TABLE SERVIETTES.

The table napkin, or serviette, which is now almost indispensable as a table appointment, was, until the fifteenth century, only used for children, even in the homes of aristocrats.

Ancient books on the subject of table etiquette state that they were first placed over the left shoulder of the diners, so that the ends could be raised to the mouth when needed.

FOLDING TABLE SERVIETTES.

Some exceedingly pretty and ingenious designs have from time to time been introduced, so that folding napkins has long taken rank among the small fine arts.

FOLDING TABLE SERVIETTES.

First lay the serviette quite open upon the table, bring down the top edge to the centre, and then do the same with the bottom end, and press down the creases firmly.

FOLDING TABLE SERVIETTES.

For the Floor.—After having swept the oilcloth and wiped it over with a clean flannel to remove dust, try wetting it with milk and rubbing it with a dry cloth until it is bright.

ILL-EFFECTS OF COFFEE.

Some people cannot take a single cup of coffee without bad results. It affects different people in different ways. Sometimes coffee will make a person very nervous, especially if taken with the last meal of the day.

A CHOICE OF TOYS.

Already parents are wondering what to give the children in the way of toys for Christmas. What a splendid array is to be found in the shops, and how inadequate is the mother's purse when she goes to do her shopping.

A CHOICE OF TOYS.

The majority of toys now procurable are far too elaborate. It is questionable whether any educational advantage whatever accrues to the possessor of an expensive mechanical toy, which only requires to be performed.

A CHOICE OF TOYS.

The charm of those games lies in the fact that they call into action all the originality of the games, and further, develop it to a greater degree. They foster the imagination and call out all the initiative which a child possesses.

A CHOICE OF TOYS.

A beautifully dressed doll is a very usual present for a girl. It would be of much greater educational advantage to the child, as well as a source of greater pleasure, if she were given the doll minus the clothes, and a stock of material from which to make garments, and especially valuable would be for her if an understanding mind guided her in the choice and combination of colors and materials and directed her in the making of the outfit.

THE FIRST VIOLIN.

By JESSIE FOTHERGALE.

BOOK IV. CHAPTER IV.—Continued. "If you know what ails him, you know what ails me."

"I believe I felt for once as a man who has forgotten a child and who has hurt it, repulse it, part from it, feels. "But I can tell thee, I have his leave to tell thee, Sigmund."

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POULTRY NOTES

(By "LEGHORN")

During the next few days more letters were exchanged, Eugen received one which he answered. Part of the answer he showed to me, and it ran thus: "I consent to this, but only upon one condition, which is that when my son is sixteen years old, you tell him all, and give him his choice whether he see me again or not."

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GREEN COUPONS Have given satisfaction for Fifteen Years. The best value and most liberal traders give Green Coupons. The wisest ladies collect Green Coupons and only Green Coupons. The liberal traders have doubled their business. The wise ladies have furnished their homes free of cost.

VISIT SHOWROOMS

697 GEORGE STREET HAYMARKET, Sydney

GREEN'S MUSTARD

The Shearer would soon complain if amongst the shed rations there were not a full supply of GREEN'S MUSTARD

MANAGERSHIP OF THE NEW ZEALAND RAILWAYS.

In view of the reported impending change in the management of the N.S.W. Railways, it is interesting to note the return laid on the table of the House of Representatives relating to the appointment of the General Manager of the New Zealand Railways.

The return showed that the total number of applicants for the position was 104, distributed amongst the following countries:—

Table listing countries and number of applicants: United Kingdom 58, Canada 3, India 4, Australia 1, United States 9, Egypt 2, South Africa 2, New Zealand 25.

The twenty-five New Zealand applicants were all servants of the Railway Department.

One from the United Kingdom has been appointed, much resented by the whole of the Staff. Expression to the existing feeling is given in the "N.Z. Railway Review," from which the following is culled:—

Mr. Hiley, who is to manage the New Zealand Railway Department, will take up his duties within a few weeks, and the experiment of placing this big responsibility upon an imported expert without colonial experience will be watched with some trepidation both in and out of the service.

If the Government is looking for administrative innovations, those which come from the English railways can scarcely be heralded in advance as good for the working conditions and wages of employees.

Possibly the intention is to make Mr. Hiley justify his large salary by taking responsibility for pruning off the wasteful concessions made by politicians for purely political objects.

This will be welcome. Australian experience of imported railway experts has not been uniformly happy, but Mr. Hiley comes, not with the autocratic power of a Commissioner,

as in Australian States, but to carry on the existing arrangement under which the manager is responsible to the Minister, and the Minister to Parliament. He will thus have a better chance of avoiding mistakes through lack of local knowledge. He also has the advantage of taking charge of a loyal and fairly contented staff, anxious to assist him to make the railways even more efficient than at present. For this he has much to thank his predecessor, Mr. T. Roynayne, who carries with him upon retirement the hearty good wishes of all railwaymen that his leisure may be happily spent in the enjoyment of good health. So far as A.S.R.S. members are concerned, these sentiments will take a tangible shape in due course.

It is with pleasure that we draw our readers' attention to Messrs. Orchard's "Magazine of Exclusive Designs," a copy of which has just come to hand. It is a very interesting and handy little book to have, containing as it does an enormous quantity of valuable information to those desirous of purchasing anything in the jewellery line from a thimble up to a diamond tiara. The booklet is profusely illustrated throughout, whilst the back and front cover design are unusually attractive and of distinct artistic merit.

Right at the back of the catalogue will be found a measuring cord for the convenience of those wishing to purchase a ring or rings, but who are not able to personally visit Orchard's establishment. All they will have to do is to take the required measurement, place same in the addressed envelope—which is attached to the card, together with a form for filling in particulars—drop it in the nearest post box, and Orchard's will do the rest.

It would be altogether impossible for us to deal adequately with all the contents of this magazine, even though we had space enough for the purpose, but we heartily recommend readers to write in and obtain a copy before they purchase their Christmas gifts.

CORRESPONDENCE.

WHAT OUR READERS SAY.

SICK CLUB AT HAMILTON.

Dear Editor,—In your issue of 4th inst. appears a letter dealing with the appointment of a collector to the Great Northern Railway Sick Club at Hamilton, (opposing the appointment of non-unionists to the position. As far as Loco. Hamilton is concerned, I have nothing to say; but the last paragraph, inferring that the same applied to Port Waratah, is not true, and, as a result, likely to cause some misunderstanding.

I may say that there were three candidates for the position here, all of whom are good financial members of our Association who, quite naturally, do not wish to be referred to as non-unionists.

Thanking you for publishing these facts, so that any wrong impressions made may be removed,—Yours, etc., J.H.W.

WATER! WATER!

Dear Editor,—I would like to have a few words to say concerning the way the fettlers are supplied with water on the North Coast line. It is something disgraceful the way the water is weighed out. I am told by one gatekeeper that he has to beg and pray for water to be supplied to him; also, he has had to wait as long as a fortnight, ordering every day of so. He also states the D.E. informs him he is only entitled to one tank, which is insufficient for the use of a family and other requirements such as poultry. Now, sir, I think it is high time that the least Commissioner could do is to place plenty of water at those places, seeing that a poor, struggling fettler has to erect a house worth £100 or more for the benefit of the Department at such an outlandish place, where they have to look after a gate for the paltry sum of 7/- per week, and, if such a thing was to happen as the house catching fire, there would not be a bucket of water to put it out.

I think each fettler should be supplied with at least four to six tanks so he may have one or two to catch rain water. It is no use writing for water, as you get no satisfaction whatever. Sir, trusting some more able pen will take this matter up to see if there cannot be something done for those poor little children and women who hardly have enough water to drink, let alone wash themselves or have a bath these hot days and nights. Oh, if only the heads of the Department had their wives and children in such places where you see a change in a short time!—Yours, etc., ONE WHO KNOWS.

LONG HOUR AND SMALL PAY.

Dear Editor,—In reply to "J.H.W.'s" wall about the conditions of worn-out fettlers, etc., and comparing same to the croaking of S.M.s. and N.O.s. re long hours, where the comparison comes in I fail to see. The fettler gives the best years of his life as stated, I will undoubtedly admit, but he does it on 8 hours a day. The S.M. and N.O. (that seems to worry his distorted imagination) works until he is worn out also, but on the 10 and 12 hours basis indefinitely. According to "J.H.W.'s" remarks, he is comparing a worn-out niddy to a two-year-old. Anyhow, the S.M.s. I presume don't want his one-sided ideas and drivel to help them better their conditions as regards hours of labor. He assumes practically or insinuates that S.M.s. are exempt from laborious work. Most of the S.M.s. are compelled to do many of their returns at home at the end of the month, whereas the fettler's responsibility (excuse the word) ends when he drops his No. 8 on the length. Let him read the recent appeal case of S.M. at Camden and draw his conclusion then. However, let "J.H.W." confine himself to the gatekeepers and not draw comparisons as regards the S.M.s., as they don't want sympathy of his sort anyhow. We sympathise with the conditions under which the gatekeepers work and trust for an improvement in the near future. In conclusion, I would remind "J.H.W." that we as a body of unionists should all work together for the betterment of all sections in the service irrespective of the department employed in, and not start to run another down when same can be avoided, and at the same time totally out of place. Yours, etc., "S.M."

FIRST-CLASS CARRIAGES.

SHOULD THEY BE ABOLISHED?

"English Demos" writes:—"Don't you think it is about time that the silly fad of first and second class on trains should be abolished in a democratic place like Australia? In the old country, with its class distinctions, one can understand first, second, and third class. Helps you to be toney, you know, riding first, and keeps the lord apart from the lackey, though now the 'lower orders' are becoming so perky, and King George's audiences Labor leaders, goodness knows the relative positions of the classes may any day be turned right-about.

"Seems to me that, anyhow, from a purely business point of view, first-class carriages are a mistake. The Railway Department must drag about thousands of tons of unne-

cessary rolling-stock every year in order to cope with an almost non-existent want. Look at the suburban train, and you will find jammed up second carriages and almost empty first-class ones. The first-class haven't even the excuse in this country of giving you a more comfortable ride than you get on a steerage ticket. In England you do get softer cushions and more resilient springs. Here you get the same old cane seat or leather seat, and simply have the privileges of riding with an (often) less entertaining class of traveller. I contend that the extra money the department gets from first-class swells doesn't cover the extra cost involved in carting about crowds of empty first-class carriages.

"Another thing. If you take a first-class ticket in order to escape the rush, say, of picknickers in the mountains, you have no protection. There will come a crowd of merry-makers, all holding second-class tickets, who will jam and squeeze into your carriage and sit all over you and warble songs and catcalls into your ears, quite oblivious of the fact that you are a superior person and hold a different-colored ticket to theirs, entitling you to ride in lordly state apart from the common or garden herd.

"You don't have first and second class tramcars, and for the life of me I fail to see the reason for first and second class trains, especially on suburban lines. Could you find out what the Railway Department loses in the course of a year through running empty first-class carriages? I know what a lot of inconvenience the public puts up with through crowded second-classers."

WORK AND CONDITIONS OF THE SYDNEY TICKET STAFF.

(By a Correspondent.)

This staff has deteriorated from what was once referred to as the intelligence staff to what might almost be called the secret service staff, and is fast becoming incompetent and unreliable. This is mainly due to mismanagement and harsh treatment. A few years ago, when the minimum wage for a porter was 6s. per day, the minimum for a ticket collector was 7s. 6d., i.e. 6d. per day difference. The wages for porters have been raised to an 8s. minimum, and in some cases 8s. 6d., and the ticket collector has been raised to 8s. 6d. The result is that men are being appointed on the staff with no railway experience and practically no service. What can be expected of them? They know nothing, and for the least mistake are fined heavily and taken off the staff. The result is that they do their utmost to make a name for themselves in a direction where knowledge is not required. For instance, police court prosecutions for trifling breaches of by-laws such as stepping on a train after it has started, travelling in a 1st class with 2nd class ticket when there is no room in the latter, and other things of this kind, and by doing this they appear to gain favor with their superiors. The chief ticket inspector, who appears particularly partial to special officers—more commonly known in the service as "pimps," whom, it will be remembered, were a big factor in the tramway strike, and wherever they are employed cause discomfiture and resentment by the most honest and fearless men. Such men as these are appointed on the staff without any railway experience; they are incompetent, but the main object of such are to get through the trains. Never mind whether they take tickets or not, or whether the tickets they do see are in order, the latter they do not know and can't be expected to do. One of these men made a boast the other day in front of a lot of men that he got through ten cars at about 7 a.m. in six minutes. Anyone must know that no man can collect and examine the tickets in 10 cars (crowded with people) in six minutes, but this is only one instance of how the special officer does his work as a ticket collector. A noticeable feature about the ticket staff at present is the number of new men on it.

The old ones are nearly all gone, and when one inquires of the cause we find that the old hands do not put in sufficient reports. An examiner has reported that a woman on a pass had a child 42 years with her and had no ticket for it, and they were found at Newcastle in the carriage checked by a certain collector at Sydney. Therefore that collector must have passed the child without a ticket. A special officer reports, or rather tells, the boss that he saw some second class passengers on a first class car platform and the collector did not charge them—and many other such things have made the ticket staff no place for old and experienced men who know their work but will not be dogged, and therefore they fall into disfavor and are taken off the staff for breaches in the direction quoted. Then again, where in the service can you find such hour conditions as apply on the ticket staff?—Sign on 7.30 a.m., off 7.30 p.m., with 3 1/2 hours break, say, from 9.30 till 1 p.m., or sign on 10.30 a.m., off 10.30 p.m. Sunday! Is this day work or night work?—Both. Just imagine signing on at 5.20 a.m. That means a cup of tea before leaving home at 4.30 a.m. and then not another bite till 1 p.m., as though they are camels. Then the coat to a man living at, say, Bondi, 3d. section, on a broken shift, 1/- per day tram fares, and just about

time to get dinner and back to work, leave home about 6.30 a.m. and get back about 8.30 p.m. What is there to live for on such work—work, eat, sleep. Is he a man or an intelligent beast? or merely a machine? Take a man living on the Bankstown line—leaves home at 6.30 a.m., signs on 7.30, bunks 9.30 till 1 p.m., can't get a train home till 10.22, and has to allow a big margin of time coming back for fear the train runs late, and in consequence has scarcely time to eat his dinner and get back to work and sign off at 7.25 p.m., and can't get a train home till 8.22, and arrives home at 9 p.m. Is there any wonder that men want better conditions and are applying in dozens of cases on other staffs where such conditions do not apply, and are being replaced with anything that will work under such conditions?

NO. 2 BOARD.

Preparations for No. 2 Board are now almost completed. There are still a few grades not yet represented; among these are Loco. Charge-men, Loco. Shunters, and Sand Burners. Until Head Office hears from them within a day or two no evidence will be called on their behalf. A general increase of pay and better working conditions is certain to be obtained for those whose claims are supported by adequate evidence. It cannot be expected that the Board will grant increases to classes of men who have not sufficient interest in their own welfare as to come forward and testify as to the nature of their work and the justness of their claims for higher wages. The Amalgamated Association has done all that is possible; the men themselves must now do something. If you are concerned, write in to Head Office at once and don't be a day after the fair, for the award, when once made, will remain in force for three years. Information has been received that the chairman of the Board in Hamilton will not return to Sydney until the 17th inst. The Board, therefore, will not sit until about that date.

SYDNEY BRANCH.

Members of the Sydney Branch are requested to note that in future the meetings will be held at Head Office instead of at the Trades Hall. As the January meeting will fall on New Year's Night, it has been decided to meet on Thursday night, January 8th. Members are urged to attend and deal with notices of motion for Conference.

EMERGENCY RAILWAY BRAKE.

Several interesting experiments in connection with the Stockhausen patent Scotch block of stopping runaway locomotives were conducted at the South Australian Mile-End railway yards the other day. The block which is a slipper emergency brake, is the invention of Mr. A. H. Stockhausen. It is fitted between the sleepers, and by an ingenious device can, at the signal of a runaway, be clapped on to one of the rails. Mr. Stockhausen gave a demonstration about nine months ago, and since then he has considerably improved the mechanism. Whereas formerly it consisted simply of a block of steel, he has now inserted a sandbox, which enables it to obtain a firmer grip when in operation. At the trials recently a single truck was brought to a standstill within 63 yards, and three loaded trucks, weighing 33 tons, were pulled up within 140 yards. On the third occasion an engine was attached, bringing the aggregate weight to 73 tons, and the train, which was travelling at a considerable speed, stopped in about 200 yards. The invention was worked on a fair gradient, but the Railways Commissioner pointed out that had the sandbrakes been in operation the trucks would not have reached the block, and if the Westinghouse brake had been applied they could never have moved off.

The Westinghouse Brake Co. have just placed on the market a new ejector for vacuum brakes. The main features are:—A steam reducing valve set to reduce the boiler pressure to 110 lbs. per square inch before being delivered to the ejector nozzles, the object being to prevent brakes creeping on due to variations in the boiler working pressure, and to release brakes when changing engines. No small ejector steam valve is employed, the whole control being effected by driver's brake handle attached to application spindle. There are five positions: 1, release; 2, 3, control of steam to maintaining cone, running position; 4, lap all steam communication to instrument cut off; 5, application of brake. The application disc is dispensed with. A handle attached to the driver's hand engages with the top of application valve spindle, which is forced off its face, and allows air to rush in moderately. When a full application is made this small valve, working within a larger valve, forces the latter off its face, thus providing an emergency application. The air is strained through small holes in the body of the instrument before admission. Four cones are utilized for creating a vacuum rapidly, and it is stated, more economically, one of which serves to maintain a vacuum while running and again after the driver's handle has passed the lap position, and the brake is applied.

AS OTHERS SEE US.

GERMAN VIEW OF AUSTRALIA.

It is a testimony to the rapid growth of the interest of European nations in the progress of the Commonwealth that Professor Mannes' book, "The Land of Social Wonders," which deals with Australia, has gone through three editions in three years (says the London correspondent of the Melbourne "Age"). As far as the success of the book itself is concerned, it reflects only the interest of the German people in Australia, for the book was published in Berlin, and has not been translated into any other language.

But what is happening in Germany is happening in other Continental countries. Australia has become for Continental nations an important factor in the British Empire, and in some respects its industrial laws stand as a model for the world. The fact that the Commonwealth offers better conditions of life and labor is gradually penetrating to the working classes, and particularly the agricultural classes, of Germany, Italy, Denmark, Norway, Sweden and Finland.

THE SOCIALISTIC CONTINENT.

Professor Mannes' book is the result of a lengthy visit to Australia for the purpose of studying the economic, political, and social conditions of the country. He brought an independent mind to bear on what he saw, and his conclusions and deductions, though not primarily intended for Australians, will be found interesting to them, even when they are open to challenge.

While on the one hand he was able to look at the conditions round him from a detached point of view, and therefore to see some of them more clearly than does the Australian observer who has grown up with them, his unfamiliarity with the gradual growth of Australian conditions has been at times a handicap to him, and has led him into error. But on the whole his book is instructive to Australians, and a translation of it would be welcome here. It tells Australians some things about themselves that they did not know before.

The book has recently been recast by Professor Mannes, and to some extent rewritten; and under the new name of "Der Soziale Erdteil" (The Socialistic Continent, or more colloquially, The Continent of Social Reforms) has been republished in Germany.

In his preface the author states that he has not attempted to write a book of travels of the usual sort, or a technically scientific work on the Socialistic experiments of Australia, but to blend in a way these two kinds of composition, and to offer the results of his economic investigation in an attractive form, so that they will be easily understood by laymen in the field of economic inquiry.

Among the subjects to which chapters are devoted are the following:—What Australia Produces, Constitutional Questions, Population and Nationality, The Women of the Anti-Socialist, Their Right to Vote and their Domestic Talent; Political Parties, The Efforts Made for a White Australia, Australian Answers to the Land Question, The Workmen's Paradise, An El Dorado for the Aged, How it is Sought to Reconcile Capital and Labor.

FOOD AND POPULATION.

In the following passage, which is translated from the chapter on Population and Society, the author offers an interesting explanation why the natural increase of the population in Australia is slow, and why the question of encouraging immigration has been neglected.

"The standard of living in Australia, even of the lower classes, is unquestionably higher than that of corresponding classes anywhere in Europe, and, as I believe, even in America. Nowhere in the world is the workman subjected to a less exhausting struggle for existence; and where he is able to live more comfortably than in Australia. Nowhere, however, is there, in my opinion, so little idealism as in the great body of the population of Australia and New Zealand; nowhere has one, at least until lately, thought less of becoming involved in a war, of being conquered by another nation, than here. There is the satisfied comfortableness on the one hand; the obtaining with so little effort of favorable labor conditions and of political power on the other; the absence for many decades together of fear of a foreign enemy as well as the ultra-democratic policy which thinks only of the moment and scarcely at all of the future.

"All of these factors may furnish the psychological explanation why the natural increase of the population, as well as the increase by immigration, has been exceedingly neglected. It can be said without hesitation that the Australians are of all people the most pronounced meat eaters. The average daily consumption of meat per head of the population, children included, is three-quarters of a pound, so that one can correctly speak of an uneconomic over-nourishment of the people, and one has the opportunity of actually demonstrating that a causal connection exists between the extraordinary good economic conditions which exist here and the low birth rate. The most striking proof is here furnished of the lay which is almost without exception that with an in-

Advertisement for Charles I. Harris, Dentist to the Tramway & Railway Unions. Includes fixed fees for gold fillings, porcelain crowns, and artificial teeth. Contact info: St. James Chambers, King Street.

Advertisement for Rifle Shooting, Metropolitan Railway Rifle Club. Details of the second round of Metropolitan District grade matches.

Advertisement for Politics and Conditions, comparing social and political conditions of Australia with the United States, citing Professor Mannes' work.

Advertisement for Tired and Worn Out, featuring Dr. Williams' Pink Pills and testimonials from women.

Advertisement for The Ladder of Life, a book by Mrs. George Clapham, discussing social conditions and the role of women.

Advertisement for Home Dale Estates, listing various properties for sale in the Home Dale area.

Advertisement for Marine View, a property with a view of the sea, located near the Point-Kogarah tram.

Advertisement for The Worker Bicycle, £8 10s, highlighting its durability and ease of use.

Advertisement for The Worker Bicycle, £8 10s, including details about the bicycle's features and where to purchase it.

Advertisement for Christmas Bargains in Travellers' Requisites, featuring various trunks and bags from Hordern Brothers.

Large advertisement for The Ladder of Life, featuring illustrations of a woman climbing a ladder and various scenes of daily life.

APPEALS BOARD.

THE BOARD.

MR. MACOUN, (Chairman), MR. J. S. SPIRWAY, Secretary for Railways, MR. E. D. CAMPBELL, (Elected Representative of Whole Staff)

FRIDAY, NOV. 28, 1913. HARRY RUPERT BAKER, Foreman Shunter, Penrith, 12s 6d p.d. Charges: (1) Entered into an altercation with Guard W. Evers, in consequence of which No. 65 was delayed. (2) Made use of improper language to Guard Evers, 1/3-14. Decision of Officer: Fined 12s 6d, 17/10/13.

Appellant pleaded "Not guilty." Mr. Blanche told the Board that Evers had a quantity of fruit to load in his brakevan, and also some live pigs, and that some little trouble arose between Baker, who is foreman shunter, and Evers, and as a consequence train No. 65 was delayed, and Baker used some offensive language to the guard. Guard Evers told the Board that the trouble started on the 1st of September. When he arrived at the station at 10.30 p.m. and signed on, he received his bills and went to the brakevan to superintend the loading. Two crates of pigs were there, and he objected to the pigs going in the brakevan. On Baker being called he said, "I was not responsible for what I said," and ordered them to be put in the brakevan. The pigs were put in and the train waved back. Baker said, "What are you growling about? They are good company for you." I told him he was a liar, and then there was a general row. There were five or six others present at the time when Baker spoke of the pigs, and Baker said I was drunk and he had a good mind to suspend me.

Michael Sheedy, Relief N.O., said he heard the trouble occur between Evers and Baker on the 1st of September. He was going to Lapstone, and joined brakevan of No. 65 in the yard. Baker came along and talked for a few minutes, and he then left. Soon afterwards Evers and Baker came back, and both were excited. Heard Baker say, "You are drunk, and I have a mind to suspend you." Geo. E. Duke, Junior Porter, said he heard Evers objecting to pigs being put in the brakevan. Baker said to put them in, and that Evers was "not responsible for what he said." The appellant emphatically denied the statement that he had said that the pigs were fit company for Evers. He made the statement in regard to Evers being drunk, and believed he was under the influence. The Board fully deliberated upon this case, and dismissed the appeal.

EDWARD RICHARD POWELL, 4th-class Night Officer, Cullerin, £150 per annum. (Now 4th-class Night Officer, Galong, £15 per annum.) Charge: Night Officer Powell: (1) Neglected to issue advice of the running of the Assistant Engine of No. 148 Goods from Cullerin to Harden, 25/8/13 and 1/9/13. (2) Failed to see that No. 89 Pick-up was targeted from Cullerin to Harden to indicate that a Special was following, as prescribed by the Regulations, 15/9/13. Decision of Officer: That Night Officer Powell be fined 10s, 25/10/13.

Appellant was undefended, pleaded "Guilty," and asked the Board for leniency. Mr. Blanche told the Board that the case arose out of a collision between an engine and a Sheffield trolley. Appellant was not responsible for the collision, but allowed train No. 89 to travel over a section without being targeted. The appellant told the Board that the advice of these engines returning to Harden were always sent from Gunning and he thought it was the

duty of the S.M. at Gunning to target the train. The Board considered the appeal, and decided to dismiss it.

JAMES ALEXANDER CROSS, Guard, Bathurst, 11s 6d per day. Charges: (1) Guard Cross had his pipe in his mouth and was smoking whilst collecting ticket from passenger, who alighted from No. 65 Down Goods at Orton Park—Violation of Rule 35. (2) When called upon for an explanation in regard to the foregoing irregularity he absolutely denied the charge. (3) Submitted a most impertinent communication dated 7/10/13 when called upon for a further report in regard to charge No. 1. Decision of Officer: Fined one day's pay, 11s 6d, 25/10/13.

Appellant was undefended, pleaded not guilty to charges Nos. 1 and 3 and guilty to Charge 2. Reginald Atterwill, Assistant District Superintendent, said he was a passenger by No. 65 "down" goods train on the 29th of September, and saw Cross dealing with passengers whilst smoking. Spoke to him at George's Plains, and said he did not notice he was smoking. I wrote to him from the office calling upon him for an explanation, and he wrote back denying having been smoking. He was written to again, and he returned a most offensive statement, being sarcastic in a marked degree. I called the attention of Inspector Tweedy to the fact that Cross was smoking. Traffic-Inspector Tweedy said he travelled with Mr. Atterwill on the date in question, and at Orton Park Atterwill drew my attention to the guard smoking. I looked out, but Cross had his back to me and I could not see whether he was smoking or not. Saw him in his hand, and he had his pipe in his hand. Saw him smoking at George's Plains. Appellant told the Board that he was guard of No. 65 on the 29th of September. A gentleman named Richard got out at Orton Park and handed me his ticket. No lady got out. He said distinctly that he had not got his pipe in his mouth at Orton Park. He had received a threat from the District Superintendent's office that he would be dealt with by the office.

Norman B. Richardson, farmer, said he was a passenger by the train from Bathurst to Orton Park on 29th September. Cross was guard of the train. He had no pipe in his mouth when I walked towards him. Saw it in his hand. I heard of the matter some three or four weeks after the event, and I was asked by Cross if I remembered the incident, and I easily recalled the circumstances. The Board decided to dismiss the appeal. Mr. Campbell dissented, and considered that Charge 1 had not been proved, and in regard to No. 3 he thought a severe reprimand would be sufficient to meet the case.

THURSDAY, NOV. 27, 1913. SAMUEL SUTTONBERG, Conductor, Newtown, \$8 per day. Charges: (1) Dilatory in the collection of the fares of two newsboys. (2) Insolent to Ticket Examiner, 1/10/13. Decision of Officers: That he be fined 5s, 13/10/13.

Appellant pleaded "Not Guilty." Examiner J. E. Robinson said that on the 3rd of October he examined Suttonberg's tram. Watched the conductor, who worked from the middle of the car to the rear, and had not followed me up. Examined the compartment, and found two newsboys whose fares had not been collected. Tried to attract Suttonberg's attention, and did not succeed until near Liverpool-street. He came to me, and I told him that two boys had not

paid their fares, and instructed him to collect them. He replied, "If you are looking for trouble, report it." Gave him his journal back at Liverpool-street, and told him he should have had these fares collected. Had previously reported Suttonberg for dereliction of duty. Appellant said he was on duty on the date in question, and after leaving King-street Robinson boarded his car. He was not sure where Robinson left the car. Followed the examiner through, and he left the car at the front and went to the rear. Examiner said, "Next time I call you, you come immediately." Did not see Robinson beckoning. Was too busy collecting fares. Colin McDonnell, newsboy, said he got on the tram at Anthony Hordern's corner on the back seat of the front car. The examiner got on at Goulburn-street and asked for my ticket. The conductor collected our fares at the stop before the Railway. Ticket examiner said something to the conductor when he handed back the journal, but I didn't hear the conductor speak. Clarence Hammond, newsboy, said he also got on at Anthony Hordern's corner, and the conductor got our fares near the Railway. The Board considered the appeal and dismissed it.

HERBERT ENGLAND, Ganger, Western Division, 10s 6d per day. Charge: Allowing portion of length to get into such condition as to cause derailment of brakevan No. 10802 at mileage 207-24 1/2, Coomamble Line, on 18/9/13. Date of occurrence, 25/9/13. Decision of Officer: To be fined one day's pay, 15/10/13. Appellant pleaded "Not Guilty," and was defended by Mr. Claude Thompson, Amalgamated General Secretary. Mr. Armstrong said the facts were that on the 25th of September brakevan No. 10802 was derailed at mileage 207-24 1/2 on the Coomamble line. The Sub-Inspector made an examination of the road, and found a number of defects in the road which contributed to the derailment. Sub-Inspector W. McNamara said he examined the road next day, and found a number of defects in the road. Found a number of defects in the road. The "up" rail was down 3/4 in. 25ft. from the point of the derailment. Should say they were 1/2 in. out of line. At a high rate of speed this would have the effect of causing a lurch. The defect would not be sufficient to cause a derailment at the recognised rate of speed on that line, which is 15 miles per hour. It rained three or four hours after the derailment, and I examined the road next morning. It is hard to keep a road in order in wet weather. One train passed over the road after the derailment to my knowledge. Have always found England a good man on the road. The appellant told the Board that he had been ganger on that length for two years. Heard of the derailment at 2.30 a.m., and personally examined the line two days before the derailment. Had repaired it near where the trouble occurred. The road was again examined on the 17th, the day before the derailment, by Fetter McCallum, and he reported it "all right." This particular road is very difficult to keep in order in wet weather. The Board decided that there was not sufficient evidence to fix the responsibility on the appellant, and upheld the appeal.

WILLIAM J. FRANKLIN, Fetter, Western Division, 9s 6d per diem. Charge: Improperly using a tricycle to proceed from Nyngan to Milwera, and improperly permitting the use of a second tricycle on the same occasion, 4/10/13. Decision of Officer: To be dismissed, 18/10/13. Appellant pleaded "Guilty," and was defended by Mr. C. Thompson, General Secretary of the Amalgamated. Mr. Armstrong said that on the 4th of October Inspector Lyell found appellant and another man with two girls using a tricycle. Ordered appellant to remove the tricycle from the line, and he refused. Sub-Inspector Lyell said that on the 4th of October he saw the police, who gave him some information. Went to the railway station, and Franklin came along with two men and two girls on the tricycle. Told him he ought to have more sense, and ordered him to remove the tricycle from the line at once. Then went up the yard, and when I came back Franklin had gone on. I wrote to him in regard to the matter. He replied that he now realised the mistake. Did not consider that Franklin knew the injury he was doing to himself, and recommended that he be given a severe caution. The tricycle he had was a double one, and belonged to the length. The other tricycle belonged to the Bridge Department. Appellant said he recognised he should not have used the tricycle. Had no connection with the second tricycle; had nothing to do with them at all. The Board dismissed the appeal.

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STATE RAILWAYS. ROYAL COMMISSION APPOINTED. WILL THEY SUCCEED? LONDON, October 24. Last night the Board of Trade issued an important announcement that a Royal Commission had been appointed to inquire into the relationship between the railway companies and the State. News item. Upon this an overseas correspondent forwards the following contribution:— Those members of the Government who take a particular interest in labor problems have been greatly concerned with the railway situation ever since the strike of 1907. Experience showed that the Conciliation Boards established in that year to decide disputes respecting wages and hours were a complete failure; and in 1911 the widespread feeling of disaffection among all classes of railwaymen culminated in what, from every point of view, the most serious strike which this country has yet known. When this strike had at length been decided the Government instituted special inquiries into all the circumstances connected with the dispute, the arguments for both masters and men being carefully considered, and its attention, as I have been told by high officials who took part in the inquiries, was directed to the following special points:— (1) The long hours worked by the men of all grades, especially the signalmen and the engine-drivers, and the relatively large number of accidents due directly to overwork. (2) The comparatively low wages paid to the men, even with all allowances made for pension schemes, etc. (3) The increased cost of working the lines consequent upon the general rise in prices during the last 10 or 15 years, and the desire of the companies to meet the demands of the travelling public for greater comforts, frequent and rapid services, excursion and weekend tickets. (4) The inadvisability of increasing fares, and the practical impossibility of increasing freight charges, and rendering it extremely difficult for the companies to recoup themselves for their additional expenditure. The inquiries referred to had no official character, but they were sufficiently well carried out to enable the Government to realize that the state of things in the railway world was very serious, and that it called for immediate and drastic remedies. It may be confidently asserted that the Government has now decided, in principle, that a scheme of nationalization is the most feasible plan that can be put forward to meet the difficulties. Though this statement may not be officially confirmed, and may even be denied, I state it on high authority. Wages and working conditions being excluded from its scope, the commission now appointed will have as its chief work the consideration of the purely financial aspect of the question of nationalization. There is no doubt that the causes already mentioned have in recent years led to relatively large decline in shareholders' profits. In 1911, to take a very recent period, the average dividend on the estimated total capital value of the railways of the United Kingdom was only £4 10s. 1d. per cent. In 1912 the amount available was only £4 5s. 6d. per cent, and the indications are that there will be a further decrease this year. The view taken by the Government is, broadly speaking, that if the railways were nationalized—thus doing away with the ne-

cessity for making a profit which, as compared with the interest on Consols, is relatively large—a certain proportion of the remaining profit might be allocated to meeting the demands of the men for higher wages, to the reduction of working hours by the employment of additional men, to better overtime, payment, where overtime is inevitable, and to reducing, where possible, the passenger and freight charges. The estimated capital value of our railways, it may be added, is £1,770,000,000. These, of course, are merely conditional hypotheses, and nothing more; but they are hypotheses on which the Government is working, and it remains for the Railway Commission to decide to what extent they can later on become actualities. RAILWAYMEN'S VIEW. Mr. J. H. Thomas, M.P., Financial Secretary of the National Union of Railwaymen, in an interview stated in plain terms that, in his view, the appointment of the Royal Commission on Railways was a stage towards the State ownership of railways. "I am not surprised at the appointment of the Royal Commission," he said. "I had an idea that one of two kinds of Commission would be appointed. There might have been a Commission representative of all railway interests, which, of course, necessarily would have included general managers as well as the representatives of labor. The final decision of the Government, apparently, has fallen upon a body from which any and every railway interest is excluded. "I have not seen the exact terms of reference, but I gather the Commission is to consider the development in recent years in regard to working agreements and amalgamations, and, alternatively, the more important question of the State ownership of railways. There can be no doubt that this question has now come into what may be termed the arena of practical politics. What attitude the National Union of Railwaymen will take up towards the Commission, either in the matter of giving evidence or otherwise, I cannot say at this moment. In any case, it is a most important and significant move. "Have you anything to say about the composition of the Commission?" Mr. Thomas was asked. "No," he replied. "There is not what may be called direct railway interest upon it. It is what I should term an expert independent Commission. The members are certainly men whose public record commands very great respect. "Do you look upon this Commission as a stage towards State ownership of railways?" "I most certainly do," Mr. Thomas said. "The amalgamation I have referred to, the statement of the Prime Minister during the 1911 railway strike, and, indeed, his more recent statement that he has an open mind, and the fact that the First Lord of the Admiralty is practically in favor of it, are, in my opinion, the clearest evidence as to the significance of this Commission in regard to the national ownership of the railways of this country."

THE ALL GRADES UNION CLUB. (Chronicle by "Jew Boy.") A meeting of the above club was held in 'Bri West last Monday night. Bro. Chum took the chair at 8 p.m. Minutes of previous meeting were read and confirmed. A letter was read from Bro. Yames, asking for meeting to be held on Tuesday, so he could attend. A considerable amount of discussion arose over this. The chairman said if the night were altered the report would be too late for "Co-operator" that week. Bro. Lowland said Bro. Yames would need to remember that he was a long way from "Co-operator" office now, and report had to be sent early in week. Bro. Parton proposed that a steam

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STATE RAILWAYS. ROYAL COMMISSION APPOINTED. WILL THEY SUCCEED? LONDON, October 24. Last night the Board of Trade issued an important announcement that a Royal Commission had been appointed to inquire into the relationship between the railway companies and the State. News item. Upon this an overseas correspondent forwards the following contribution:— Those members of the Government who take a particular interest in labor problems have been greatly concerned with the railway situation ever since the strike of 1907. Experience showed that the Conciliation Boards established in that year to decide disputes respecting wages and hours were a complete failure; and in 1911 the widespread feeling of disaffection among all classes of railwaymen culminated in what, from every point of view, the most serious strike which this country has yet known. When this strike had at length been decided the Government instituted special inquiries into all the circumstances connected with the dispute, the arguments for both masters and men being carefully considered, and its attention, as I have been told by high officials who took part in the inquiries, was directed to the following special points:— (1) The long hours worked by the men of all grades, especially the signalmen and the engine-drivers, and the relatively large number of accidents due directly to overwork. (2) The comparatively low wages paid to the men, even with all allowances made for pension schemes, etc. (3) The increased cost of working the lines consequent upon the general rise in prices during the last 10 or 15 years, and the desire of the companies to meet the demands of the travelling public for greater comforts, frequent and rapid services, excursion and weekend tickets. (4) The inadvisability of increasing fares, and the practical impossibility of increasing freight charges, and rendering it extremely difficult for the companies to recoup themselves for their additional expenditure. The inquiries referred to had no official character, but they were sufficiently well carried out to enable the Government to realize that the state of things in the railway world was very serious, and that it called for immediate and drastic remedies. It may be confidently asserted that the Government has now decided, in principle, that a scheme of nationalization is the most feasible plan that can be put forward to meet the difficulties. Though this statement may not be officially confirmed, and may even be denied, I state it on high authority. Wages and working conditions being excluded from its scope, the commission now appointed will have as its chief work the consideration of the purely financial aspect of the question of nationalization. There is no doubt that the causes already mentioned have in recent years led to relatively large decline in shareholders' profits. In 1911, to take a very recent period, the average dividend on the estimated total capital value of the railways of the United Kingdom was only £4 10s. 1d. per cent. In 1912 the amount available was only £4 5s. 6d. per cent, and the indications are that there will be a further decrease this year. The view taken by the Government is, broadly speaking, that if the railways were nationalized—thus doing away with the ne-

cessity for making a profit which, as compared with the interest on Consols, is relatively large—a certain proportion of the remaining profit might be allocated to meeting the demands of the men for higher wages, to the reduction of working hours by the employment of additional men, to better overtime, payment, where overtime is inevitable, and to reducing, where possible, the passenger and freight charges. The estimated capital value of our railways, it may be added, is £1,770,000,000. These, of course, are merely conditional hypotheses, and nothing more; but they are hypotheses on which the Government is working, and it remains for the Railway Commission to decide to what extent they can later on become actualities. RAILWAYMEN'S VIEW. Mr. J. H. Thomas, M.P., Financial Secretary of the National Union of Railwaymen, in an interview stated in plain terms that, in his view, the appointment of the Royal Commission on Railways was a stage towards the State ownership of railways. "I am not surprised at the appointment of the Royal Commission," he said. "I had an idea that one of two kinds of Commission would be appointed. There might have been a Commission representative of all railway interests, which, of course, necessarily would have included general managers as well as the representatives of labor. The final decision of the Government, apparently, has fallen upon a body from which any and every railway interest is excluded. "I have not seen the exact terms of reference, but I gather the Commission is to consider the development in recent years in regard to working agreements and amalgamations, and, alternatively, the more important question of the State ownership of railways. There can be no doubt that this question has now come into what may be termed the arena of practical politics. What attitude the National Union of Railwaymen will take up towards the Commission, either in the matter of giving evidence or otherwise, I cannot say at this moment. In any case, it is a most important and significant move. "Have you anything to say about the composition of the Commission?" Mr. Thomas was asked. "No," he replied. "There is not what may be called direct railway interest upon it. It is what I should term an expert independent Commission. The members are certainly men whose public record commands very great respect. "Do you look upon this Commission as a stage towards State ownership of railways?" "I most certainly do," Mr. Thomas said. "The amalgamation I have referred to, the statement of the Prime Minister during the 1911 railway strike, and, indeed, his more recent statement that he has an open mind, and the fact that the First Lord of the Admiralty is practically in favor of it, are, in my opinion, the clearest evidence as to the significance of this Commission in regard to the national ownership of the railways of this country."

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